The Literary Digest

(Title Reg. U.S. Pat. Off.)

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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FUNK & WAGNALLS COMPANY

New York London

Vol. 42, No. 23. Whole No. 1103 JUNE 10, 1911 Price 10 Cents

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Think of the truck ten years from now.

YOU will realize your need for a motor-truck some day. But before you decide which make you will buy, think what condition that truck will be in after ten years of hard service.

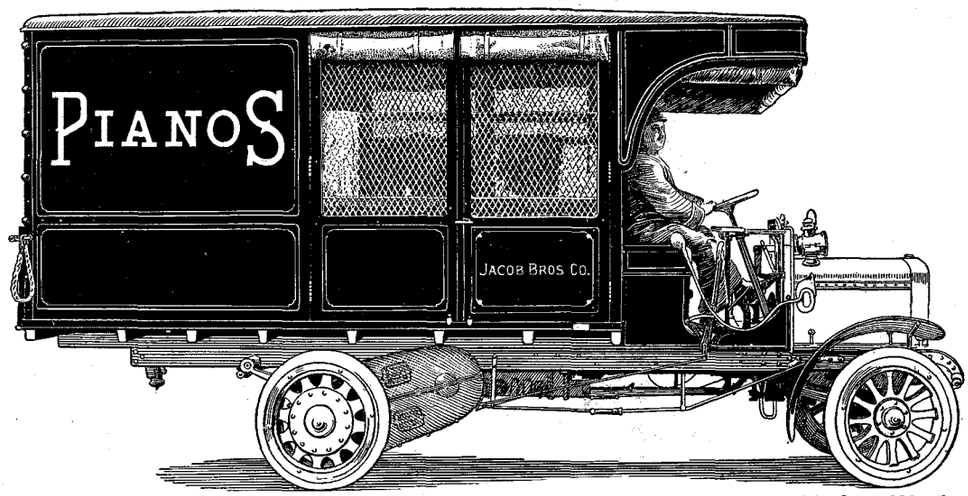
Think over it well because the worth of any truck must rest largely on how rapid is its depreciation.

Insist that motor-truck makers show you records. Not one or two, but a good number covering a sufficient period of testing.

The Commer Truck can show an unusual number of remarkable records. In reality we cannot tell how long a Commer Truck will last because not one has ever worn out. Every one of the first lot of Commer Trucks made seven years ago remains in successful service to-day. A good number have covered over 200,000 miles.

Judging from the average condition of the many seven-year-old Commer Trucks we have seen, we believe the life of a Commer is indefinite provided the maintenance is continued in an efficient manner. We can give you good proof on which we base this belief.

While the Commer Truck may be the most costly, it is far from being the most expensive. We know it is the most economical high-duty motor-truck when considered as an investment expected to bring consistent returns for years to come.



In a recent letter, Mr. Chas. Jacob advises us that during the week of April 17-22 the above Commer Truck ran 290 miles on 35 gallons of gasoline *or about 8.3 miles to the gallon.*

The Commer Truck

2½-TON **3½-TON** **4½-TON** **6½-TON**

It took us two years to make up our minds that the Commer Truck was the best high-duty motor-truck in the World's market.

During those two years we were in the same position you are in—we were buying, not selling. We brought all our ten years of experience in automobiles to bear in making the selection right. We scrutinized records and mechanisms with the greatest care for the very good reason that we could take no chance of jeopardizing our established reputation and yearly business of $2,000,000.

For nine whole months before our final decision to take the Commer, we put a 3 1-2 ton model through the most racking tests we could think of. During those nine months of severe daily testing the repair expense was absolutely nothing.

On the books of the parent plant in Luten, England, there is not one concern that has ever changed to any other truck since their first purchase of a Commer. Motor-truck buying is too businesslike a proposition to enable us to make such a record unless the Commer Truck gave most positive worth.

If you are considering or buying motor-trucks and basing your decision on a ten-years-from-now viewpoint, we can give you a concrete idea of what a Commer Truck will save you. We will gladly back this by an actual demonstration.

We will do no theorizing, no generalizing. We ask you to get in touch with us because we shall confine ourselves strictly to facts which will concern you—not us. Address our Department B.

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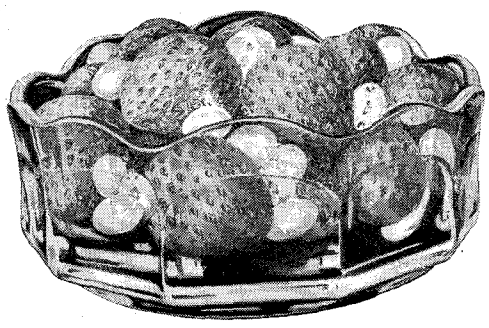
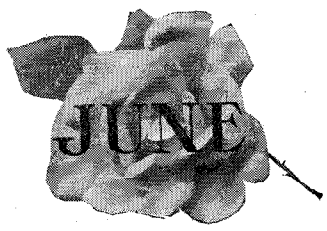
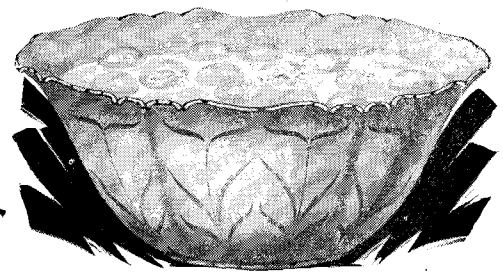


Puffed Wheat or Rice With Berries
—a Delicious Blend





For Luncheons or Suppers
—Puffed Grains in Milk

The Royal Foods of June

In the past few weeks—with grocers stocking for June—the demand for these puffed foods have been overwhelming.

For June is the month of berries. And countless people mix Puffed Wheat and Puffed Rice with them.

June starts the months of cold suppers—when people serve Puffed Wheat and Rice in milk. The grains are crisper than crackers, and four times as porous as bread. And they are whole-grain foods.

With June comes the time for ready-cooked cereals. And four people in five prefer these puffed grains to any other cereal creation.

The ice cream season starts with June. And these crisp grains add a garnish which tastes like nuts.

And schoolgirls' vacations begin in June. They use a wealth of Puffed Rice in their home candy-making.

100,000,000 Dishes

So with June starts the greatest demand for Puffed Wheat and Puffed Rice. A hundred million dishes, served in one way or another, will doubtless be served this summer.

But some homes won't have them because the housewives don't know them. They will serve foods not one-half so delicious.

That's why we print this page—now on the verge of June. They who know Puffed Wheat and Puffed Rice will all have them. But the millions who don't know are here told what they miss.

Puffed Wheat and Puffed Rice are like wafered nuts. They are porous and crisp—eight times normal size—ready to melt in the mouth. Most people regard them as the two finest foods in existence.

We want to urge you—for your own sake—to start using them this June.

Puffed Wheat, 10c *Except in Extreme West* **Puffed Rice, 15c**

Children at play get hungry. And the best food to serve them between meals is Puffed Wheat or Puffed Rice.

They like to eat the grains dry—as they come from the package—sprinkled with a little salt. They like them at bedtime in milk.

These puffed grains never tax the stomach. Never was cereal food made even half so digestible.

All the food granules are literally blasted to pieces, so digestion acts instantly. It begins before the foods reach the stomach.

Let children eat them at any hour—between meals or bedtime. They are not like foods hard to digest.

Exploded by Steam

These are Prof. Anderson's scientific foods—the foods shot from guns.

The puffing is done by a steam explosion, which literally blasts all the food granules to pieces. Cooking, baking or toasting never made cereals half so fit to eat.

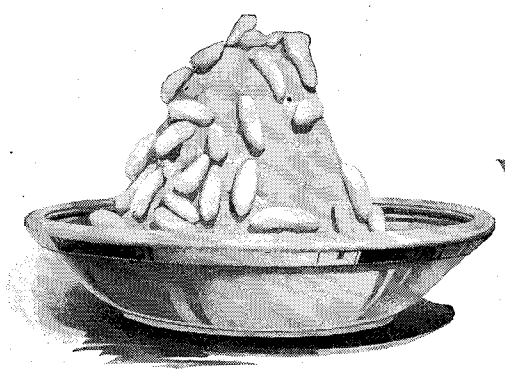
The raw grains are sealed up in bronze-steel guns. Then the guns are revolved for sixty minutes in a heat of 550 degrees. That heat turns the moisture in the grain to steam, and the pressure becomes enormous.

Suddenly the guns are unsealed and the steam explodes. The grains are puffed to eight times normal size. Every food granule is broken. Yet the grains remain shaped as they were when they went in the guns.

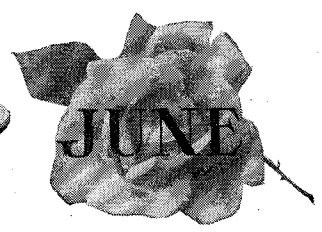
The aim of the process was to make grain digestible. But it also created the most enticing cereal foods we know.

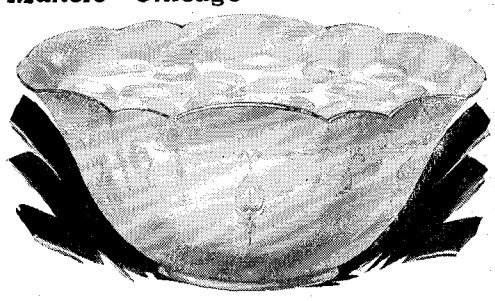
Telephone your grocer—now before you forget it—to send you a package of each.

The Quaker Oats Company
Sole Makers—Chicago



Puffed Rice as a Nut-like Garnish
for Ice Cream





Puffed Wheat and Puffed Rice Blended
—Served With Cream

(177)

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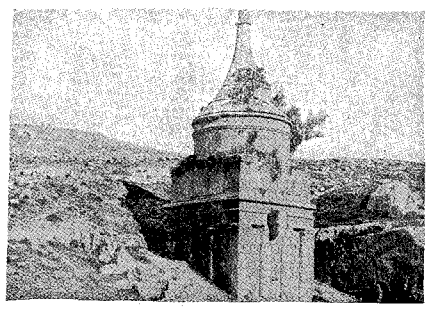

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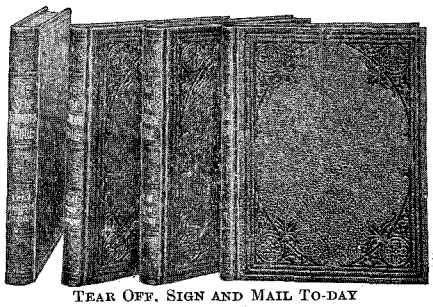

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THINKING FOR RESULTS
By Christian D. Larson

Every thought you think is a power, no matter how great or small, but it is a power, and if you would be successful that power must be for you, not against you. To think for results is to cause more and more of that power to be for you—to work with you in producing the results you desire. Therefore, think according to the results you design—place in action energies that will act for your purpose, to build you up and promote your advancement.

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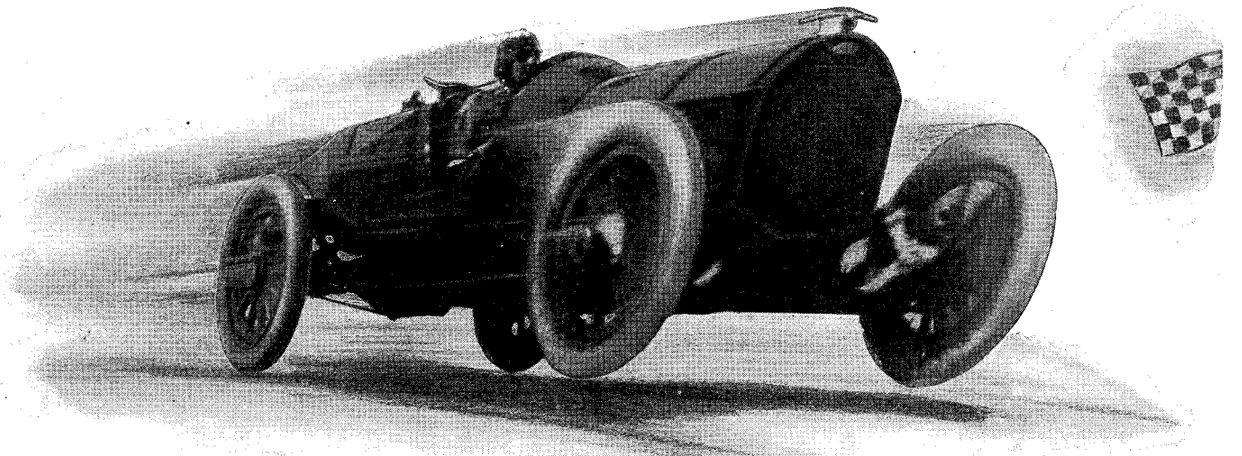

Actual Photograph of the Winning Marmon.

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Another Marmon Took Fifth Place

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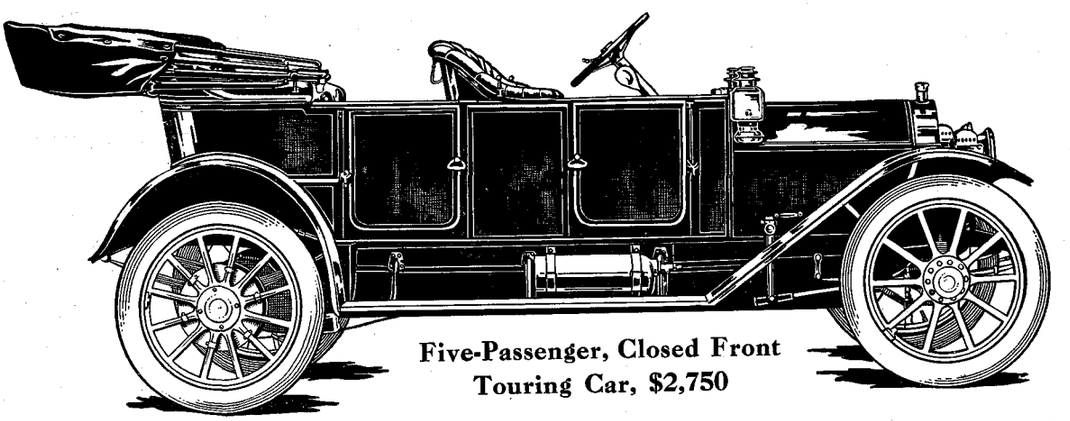

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VOL. XLII., NO. 23 NEW YORK, JUNE 10, 1911 WHOLE NUMBER 1103

TOPICS OF THE DAY

THE TOBACCO TRUST IN "THE LIGHT OF REASON"

THE RISE of Tobacco Trust stock in Wall Street after the Standard Oil decision and its ignominious tumble after the decision on its own case typifies pretty well the transformation of Wall Street's view of the "light of reason" as it shines forth in the two verdicts. After the first decision, when the Court said the law would be interpreted by reason's ray it seemed to the man in the "street" that this must mean well for the trusts, as they were all sweetly reasonable. But consternation struck the famous thoroughfare two weeks later when the Chief Justice explained in the Tobacco verdict that in the white light that beats upon a trust many acts ordinarily innocent became criminal when evidently intended to aid monopolization or root out competition. The Chief Justice avers that the new "reasonable" interpretation actually lengthens the arm of the law, giving it efficiency in cases which, under a literal interpretation, it would be powerless to reach. He declares that "we took nothing out of this statute by the rule of reason; we gave to it a vivifying potentiality."

JAMES B. DUKE,

PRESIDENT OF THE TOBACCO TRUST,

Which is dissolved by the Supreme Court in its twenty-first year—just as it reaches the age of accountability.

In the Tobacco Trust case, he affirms, the Antitrust Law is given "a more comprehensive application than has been affixt to it in any previous decision." And many editors point to the fact that by construing the law according to the "rule of reason" the Supreme Court was able to retain within its meshes the twenty-nine individual defendants, the United Cigar Stores, and the two English corporations, altho these had escaped under the literal reading of the act by Judge Lacombe in the lower court. In addition to these defendants the condemned trust consists of sixty-five American corporations. This far-reaching decision, it seems, was possible because of the clarifying construction given to the act in the Standard Oil case—a construction the soundness of which, "after further mature deliberation," the Court sees "no reason to doubt." On this point the Chief Justice goes on to say:

"Coming, then, to apply to the case before us the act as interpreted in the Standard Oil and previous cases, all the difficulties suggested by the mere form in which the assailed transactions are clothed become of no moment. This follows because, altho it was held in the Standard Oil case, that giving to the statute a reasonable construction, the words 'restraint of trade' did not embrace all those normal and usual contracts essential to individual freedom and the right to make which were necessary in order that the course of trade might be free, yet, as a result of the reasonable construction which was affixt to the statute, it was pointed out that the generic designation of the first and second sections of the law, when taken together, embraced every conceivable act which could possibly come within the spirit or purpose of the prohibitions of the law, without regard to the garb in which such acts were clothed. That is to say, it was held that, in view of the general language of the statute and the public policy which it manifested, there was no possibility of frustrating that policy by resorting to any disguise or subterfuge of form, since resort to reason rendered it impossible to escape by any indirection the prohibitions of the statute."

After reviewing "the undisputed facts" in the case—which included the systematic expenditure of millions of dollars for the purpose of putting rivals out of business—the Court finds the so-called Tobacco Trust, "as well as each and all of the elements composing it, whether corporate or individual," to be in restraint of trade and guilty of an attempt to monopolize, within the first and second sections of the Antitrust Act; and it further decrees:

"That the court below, in order to give effective force to our decree in this regard, be directed to hear the parties by evidence or otherwise as it may be deemed proper, for the purpose of ascertaining and determining upon some plan or method of

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Published weekly by Funk & Wagnalls Company, 44-60 East Twenty-third Street, New York, and Salisbury Square, London, E. C.

Entered at the New York Post-office as Second-class Matter.

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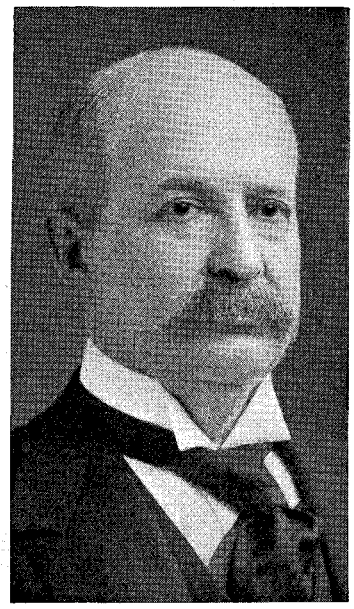
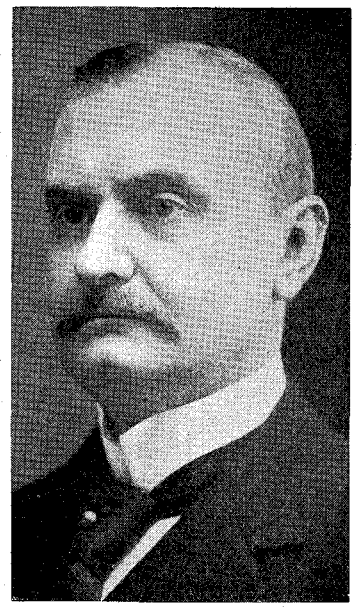


PETER A. B. WIDENER,

A Tobacco Trust director.
One of the defendants.

THE STRAIGHT AND NARROW PATH.

—Macauley in the New York *World*.



THOMAS F. RYAN,

A Tobacco Trust director.
One of the defendants.

"AND THE CROOKED WAYS SHALL BE MADE STRAIGHT."

dissolving the combination and of recreating out of the elements now composing it a new condition which shall be honestly in harmony with and not repugnant to the law.

"That for the accomplishment of these purposes, taking into view the difficulty of the situation, a period of six months is allowed from the receipt of our mandate, with leave, however, in the event in the judgment of the court below the necessities of the situation require, to extend such period to a further time not to exceed sixty days.

"That in the event before the expiration of the period thus fixt a condition of disintegration in harmony with the law is not brought about either as the consequence of the action of the court in determining an issue on the subject, or in accepting a plan agreed upon, it shall be the duty of the court either by way of an injunction restraining the movement of the products of the combination in the channels of interstate or foreign commerce, or by the appointment of a receiver, to give effect to the requirements of the statute."

Moreover, "pending the bringing about of the result just stated," each and all of the defendants are restrained from "doing any act which might further extend or enlarge the power of the combination by any means or device whatsoever." While eight of the nine justices concur in this decision, Justice Harlan again objects vigorously to the theory of the "rule of reason" as put forward by the Court. In an oral dissenting opinion he criticizes the terms on which the case is sent back to the lower court, declaring that "I have found nothing in the record which makes me at all anxious to perpetuate any new combination of these companies, which the Court concedes had at all times exhibited a conscious wrongdoing." And he goes on to say of the Court's claim that its Standard Oil decision is in accordance with its previous decisions in the trans-Missouri and Joint Traffic cases that "it surprizes me quite as much as would a statement that black was white or white was black." To quote further:

"Congress has steadily refused to amend the act so as to allow a restraint of interstate commerce that was 'reasonable' or 'due.' In short, the Court now, by judicial legislation, in effect amends an act of Congress relating to a subject over which that department of the Government has exclusive cognizance. . . . . .

"Nobody can tell what will happen. When this American people come to the conclusion that the judiciary of this land is usurping to itself the functions of the legislative department of the Government, and by judicial construction only is declaring what is the public policy of the United States, we will find trouble. Ninety millions of people—all sorts of people with all sorts of opinions—are not going to submit to the usurpation by the judiciary of the functions of other departments of the Government and the power on its part, to declare what is the public policy of the United States."

The misgivings of the learned Justice, however, seem to wake fewer echoes than might be expected in the editorial columns of the press. His protest, thinks the New Orleans *Times-Democrat* (Dem.), will "leave the lay public prey to the fear that the 'rule of reason' may be so applied eventually as to defeat what they had supposed to be the real purpose and aim of the Antitrust Law," but "whether that fear has any sound basis must be left for the future to determine." Millions of Americans, says the St. Louis *Republic* (Dem.), are disappointed because the Supreme Court in these two verdicts has not displayed a more drastic policy toward the trusts. The New York *Globe* (Rep.) complains that the decisions leave us still far from an answer to the question "What is to be done with the trusts?" but it thinks that the problem is entering upon a new phase in which the watchword will be regulation and not prohibition. Some papers think we would not now be so much at sea about the whole question if the Government had instituted criminal proceedings instead of suits in equity against the Standard Oil and Tobacco Trusts. Among these are the New York *Press* (Rep.), the New York *American* (Ind.), the Baltimore *Sun* (Ind.), and the Philadelphia *North American* (Ind. Rep.). Says *The Press*:

"If the Supreme Court were dealing with the convictions of the promoters of the Tobacco Trust and the Standard Oil Company it would not be restrained from giving effect to the Sherman Law by the fear of harming the innocent. The guilty conspirators could then be singled out and imprisoned; the innocent stockholders would not be hurt. That is why, when the blow is struck at the corporation instead of the individual, the courts must stay the uplifted hand of justice."

"Nobody could possibly be such a fool as to imagine that any direct benefit will accrue to the individual consumer of illuminating oil and tobacco products from the decree of the Court ordering the dissolution of the Standard Oil Company and the American Tobacco Company," remarks the New York *Times* (Ind. Dem.). It must not be inferred from this, however, that *The Times* takes a pessimistic view of these decisions. On the

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WALTER CHADWICK NOYES. ALFRED CONKLING COXE. EMILE HENRY LACOMBE. HENRY GALBRAITH WARD.

Judges of the United States Circuit Court of the Second District, who are directed by the Supreme Court to help the Tobacco Trust to determine upon "some plan or method of dissolving the combination and of recreating, out of the elements now composing it, a new condition which shall be honestly in harmony with and not repugnant to the law."

THEY WILL SUPERVISE THE REFORMATION OF THE TOBACCO TRUST.

contrary, it believes that they make the act of 1890 "a part of the living law of the land, not a lynch law." And it goes on to say:

"Two points determine the position of a straight line. The two points now fixt by the Standard Oil decision and the American Tobacco decision may be considered the forward sight and the rear sight of that formidable firearm, the Sherman Act of 1890. Any business man of good eyesight can discover whether the arm is aimed at him. If it is, he had better get out of range. There can be no hesitation, no dispute, as to the wisdom of obeying this law."

The so-called "rule of reason," remarks the New York *Evening Post* (Ind.), is not only not an innovation, but "is nothing more or less than the application of the rule of common sense which must guide alike the conclusions of the private individual and of the court of last appeal." The New York *Tribune* (Rep.) rejoices that under the reasonable construction of the Antitrust Law it will now be useless for corporations "to attempt to retain the substance of monopoly by a mere change in the form of monopoly." The decision in the Tobacco Trust case, says the New York *World* (Dem.), "must be almost as humiliating to those who have been crying out against the 'rule of reason' as it is disastrous to the interests directly concerned." "The door is now open," says the New York *Sun* (Ind.), "for a series of constructive decisions which in course of time will define accurately that which may be done and that which may not be done in the concentration of business capital." "As the Antitrust Act shapes up, the day of evasion or subterfuge is past," declares the New York *Evening Mail* (Ind. Rep.); "the era of 'hired cunning' has ended." Equally approving are the comments of such papers as the Springfield *Republican* (Ind.), the Philadelphia *Public Ledger* (Ind.), *Inquirer* (Rep.), *Record* (Dem.), and *Press* (Rep.), the Pittsburg *Chronicle-Telegraph* (Rep.), the Washington *Post* (Ind.), the St. Louis *Globe-Democrat* (Rep.), and the Chicago *Tribune* (Rep.), *Record-Herald* (Ind.), and *Inter Ocean* (Rep.). Says the last named:

"What the Supreme Court has really done by its decisions is, first, to relieve the business world from feeling that business men can not live except as law-breakers, and, second, to require business men to put their schemes, when formed, to the test of the general opinion of mankind as to what is fair, decent, honest, and honorable in trade."

"It is not to be conceived," says Attorney-General Wickersham in regard to the tobacco decision, "that any more effective application of the law could have been made." If the Court's ruling is a perversion of the act of Congress, remarks the Philadelphia *Record* (Dem.), "then that act itself is in perversion of every principle of right and justice." The Supreme Court has made of the Sherman Law, says the Cleveland *Leader* (Rep.), "a flexible, adaptable, effective instrument for getting at the combinations in restraint of trade wherever they may exist and however they may seek to escape the just consequences of their own character." And those who would murmur against the spirit of compromise in the two great trust decisions are told by *The Wall Street Journal* (Fin.) that the Court had no choice but "to steer between the rock and the whirlpool." Thus we read:

"To enforce Justice Harlan's interpretation of the law, or even what well-informed people consider was the intention of Congress, would amount to nothing less than simple anarchy. There is another anarchy which was possible under the ruling of the Court. Suppose both the Standard Oil Company and the American Tobacco Company had been given a clean bill of health, which would almost necessarily have been the case had the United States Supreme Court felt compelled to hold that the Sherman Act itself was radically and fundamentally unconstitutional?

"It makes one tremble to think what might have been the consequences. It is not too much to say that the whole political structure of our nation would have been in danger. The expression of popular resentment would have shaken the country to its very foundation. No statesman, however strong, would have dared to stand up against it; and it is hard to see where a leader capable of diverting such a tremendous torrent into a safe channel could have been found."

DECORATION DAY.
—Plaschke in the Louisville *Evening Post.*

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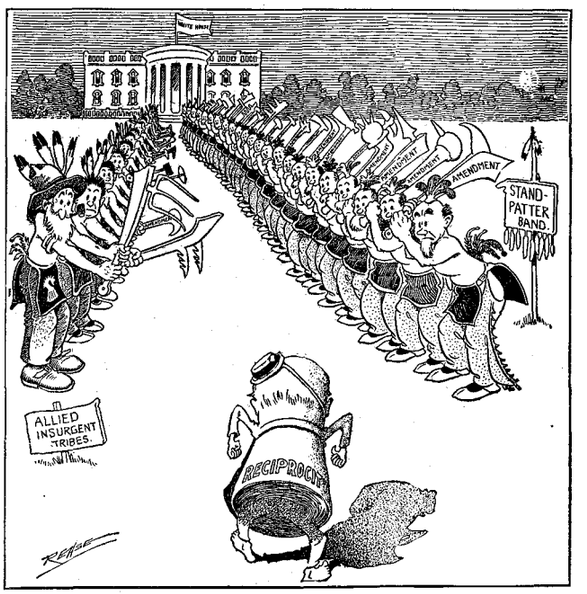
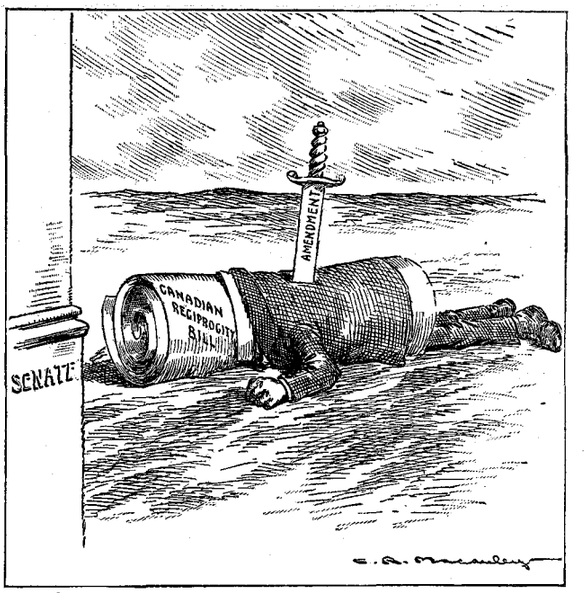


ENEMIES IN DISGUISE.
—Rehse in the New York *Evening Mail.*



ONE WAY OF KILLING IT.
—Macauley in the New York *World.*

MENDING IT AND ENDING IT.

MAKING THE POST-OFFICE PAY

THE EAGER Democratic probers into the Post-office Department, after making the most of Mr. Hitchcock's woful extravagance in furnishing his office with rare red rugs, a $35 mahogany waste-basket, and a $298 desk, are suddenly confronted with the fact that this same Republican Postmaster-General has wiped out the familiar annual deficit and expects to show a million-dollar surplus by June 30, the end of this fiscal year—a fact, think the Republican editors, which will rob the Democrats of some of their campaign ammunition for 1912. Mr. Hitchcock's announcement will bring joy to the whole nation, exclaims the Harrisburg *Telegraph* (Rep.), and congratulatory editorials also appear in the Buffalo *Express* (Rep.), the New York *Journal* (Ind.), the Detroit *Free Press* (Ind.), and the Pittsburg *Chronicle-Telegraph* (Rep.). Confronted on March 4, 1909, with a deficit of $17,500,000, the largest in the history of the postal service, Mr. Hitchcock has wiped it out, notes the New York *Commercial* (Fin.), "not by curtailing postal facilities, as some of his critics have charged, but by introducing business methods into the department and extending the service along profitable lines." The Postmaster-General, adds this paper,

"shows that coincident with the wiping out of the deficit more than 3,000 new post-offices have been established, delivery by letter-carrier has been extended to 142 additional cities, 2,124 new rural free-delivery routes have been authorized, and the force of postal employees has been increased to the extent of 8,274 men, while the pay-roll is $11,708,071 larger than it was two years ago. The accomplishment is surely a great one. The House-Committee 'probers' into Post-office Department expenditures are not likely to find the material for a 'scandal' there. Luxurious red office carpets and $35 waste-baskets count for nothing with the people when against them is set the fact of turning the Post-office Department from a 'money-eater' into a profit-producer."

Praising the Postmaster-General warmly for his achievement, the Washington *Post* (Ind.) asks why, now that the service is paying its own way, "should not one-cent postage be introduced?" "The Department makes money on first-class mail carriage, and the immense increase of business following one-cent postage would go far to keep first-class carriage profitable." This consummation would undoubtedly be brought about by a series of surplus years, believes the New York *Tribune* (Rep.), "just as the prosperity of the Department in the years following the war led to a reduction of the first-class rate from three cents to two cents."

While disclaiming any desire to rob Mr. Hitchcock of the credit for his noteworthy achievement, the New York *Evening Post* (Ind.) would remind him that our postal service

"is in some ways grossly deficient as compared with that of the leading countries of Europe, and that it is more important to bring the service to the highest efficiency in these respects than to save two or three million dollars in the shape of a surplus, out of the quarter-billion dollars expended annually on postage in this country."

And even in regard to the Postmaster-General's triumph of economy the Philadelphia *Saturday Evening Post* remarks that it has been hearing "for a good while" that he "extracts a not inconsiderable part of his celebrated economy from railway postal clerks." The clerks, according to this authority, complain

"that Mr. Hitchcock has shortened their lay-off time; that vacancies by death and resignation are not filled by new appointees; that the regular increase in volume of mails is not taken care of by additional clerks; that, tho the last Congress appropriated $168,000 to employ acting clerks to take the places of those injured while on duty and of those entitled to 15 days' annual leave, Mr. Hitchcock saves the money by requiring clerks with lay-off periods to perform the work."

A more bitter attack upon the Postmaster-General appears in *La Follette's Weekly* which charges him with espionage over and intimidation of Department employees, and with allowing the railroads to furnish old, wooden, unsafe, and unsanitary mail-cars. This writer declares that under the present "reign of economy" there has been no suggestion for "reduction of railway mail pay or of the extravagant rentals paid railroads for the use of mail-cars." Most grievous of the complaints of the railway mail clerks, we are told, is the "rotten wooden mail-car":

"Under conditions which they fully understand, petition or protest to their superiors in the Department is futile—or worse. To refuse to work in these cars, individually and unorganized, is for most of these clerks to lose that means of livelihood for which they are fitted by years of preparation. To continue to work in them is to assume a tremendous risk of loss of life and limb."

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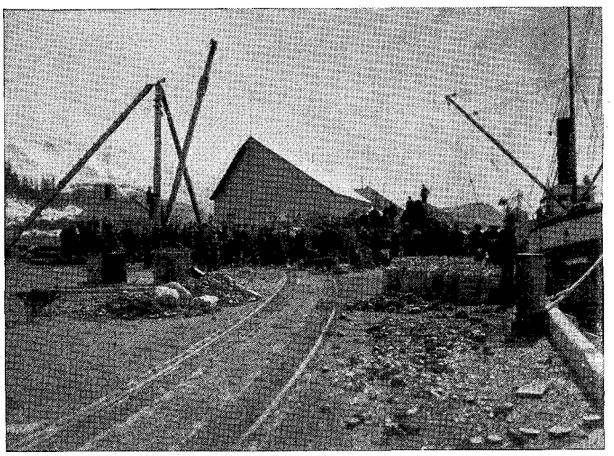
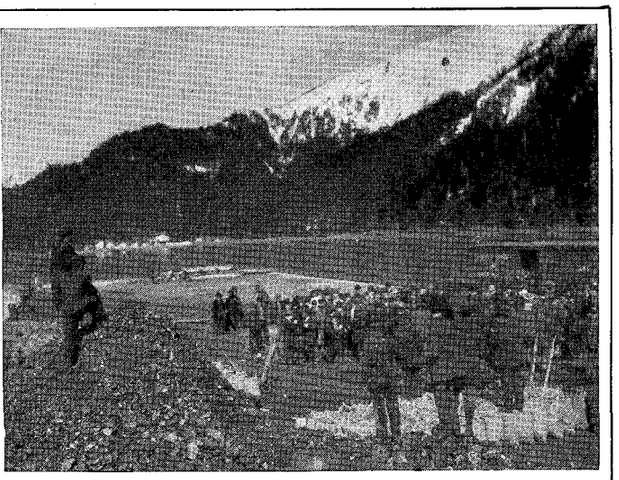


WHILE THE SHOVELS WERE BUSY.

Citizens of Cordova, Alaska, engaged in shoveling Canadian coal into the bay, on May 4, as a protest against not being allowed to mine their own ample supply.



RESTING FROM THEIR LABORS.

When finally persuaded by Federal officials to give up their voluntary task, these men had succeeded in dumping into the harbor several hundred tons of British Columbia coal.

ALASKA'S COAL PARTY.

ALASKA'S HOARDED COAL

IN ALASKA, where there is coal everywhere, but not a ton to burn, and on the Pacific Coast, where the grievances of the Alaskans find ready sympathy, there is a feeling that the Eastern press have failed to present the true meaning of such outbreaks as the recent "coal party" in Cordova. A Seattle lawyer writes of the injustice of holding up all claims to coal lands because a few of them are under charges. The Seattle *Post-Intelligencer* tells of claims in the Bering River section, located more than five years ago and paid for in full. Up to this time "no proof of any fraud or any evasion of the law has been found by the Government to affect the validity of these entries. The Interior Department has simply held them up and refused to issue patents." *The Post-Intelligencer* approves of the plan of a number of Cordova people to go right ahead and mine this coal, and justifies such action in this way:

"According to the decisions of the courts, the right to a patent vested is equivalent to a patent issued. The title is not based upon the patent, but upon the Act of Congress and the proceedings had under it. If the owners of property thus entered and upon which patents have been withheld should choose to permit the people of Cordova to proceed and mine coal, no one else has any right to protest. The Interior Department can not deprive the coal locators of their legal rights, altho it may harass and annoy them, as it has done. If they have the legal right to the coal lands, and certainly many of them have such legal right, they can mine the coal or permit others to mine it, notwithstanding the order of the Interior Department, the Forest Service, or any other Federal executive officers.

"The action of the people of Cordova may bring the matter to a head. If the mines are opened and started to producing the coal needed by the people of Alaska, it will be very doubtful indeed whether the Interior Department will attempt to close any of the mines so opened."

Several Eastern papers, too, have a word for the people of Alaska. The Albany *Journal* wonders if they are not "getting an overdose of conservation." The New York *American* agrees that "the pioneer citizens of Alaska have a natural right to make use of the coal that lies under their feet, and to warm themselves by it, now, in this present generation," and it calls upon the Interior Department to "make haste to grant patents to bona-fide coal land claimants." The New York *Sun* scores those "rabid conservationists" who would "lock up Alaska's measureless wealth until the crack of doom rather than let those who alone are able to make that wealth available take their toll, whether large or small, for the risk of their capital." "Laws making possible the utilization of Alaska's resources would," in the opinion of *The Sun*, "be worth more to the country than two or three such tariff bills as that now under discussion in the House."

The fact that the Government has recently transferred the litigation over the Alaska coal-land claims to the Supreme Court, means, according to the Washington *Post*, a probable "further delay of three years in the opening of mines which would give the people of the Territory easy access to a fuel supply instead of having to depend on the Canadian mines, as now."

NEW LIGHT ON THE STEEL TRUST

BIG FIGURES, especially when there is a dollar-sign before them and a medley of startling gossip after them, often dazzle even editorial eyes. Thus Mr. John W. Gates's offhand estimate of the value of the properties of the United States Steel Corporation as "anywhere from $500,000,000 to $1,000,000,000," no less than his sensational story of the formation of the Corporation and its absorption of the Tennessee Coal & Iron Company, have tended to obscure the real purpose of the Congressional investigating committee before which Mr. Gates and others have testified in terms of so many millions. But according to Washington dispatches telling of the organization and aim of the investigating committee,

"The primary purpose of the inquiry is to determine whether the United States Steel Corporation or other corporations or persons have violated the Antitrust Act, and the various interstate commerce acts, and the acts relative to the national bank associations."

Summarizing Mr. Gates's testimony, the St. Paul *Pioneer Press* says:

"According to his story, the Steel Trust had its inception in a row with Mr. Carnegie, who had cut prices, in violation of a pool agreement, and who threatened to go into the railroad business. To prevent that, Morgan, Gates, and their associates organized the Steel Trust. Mr. Carnegie picked up $1,000,000 in the first negotiations because of the failure of the promoters to take up an option, and later sold for $320,000,000 property which he had a year before offered for $160,000,000. Then came the absorption of the Tennessee Coal & Iron Company. Mr. Gates declared that the property of that company holds greater value than all the others of the steel combine, and yet, by a forced sale, the Steel Trust got control of the Tennessee property without the payment of a dollar in actual money. It

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OUT OF A JOB AGAIN.
—May in the Cleveland *Leader*.

WHO WILL FILL THESE SHOES?
—Higgins in the Chicago *Inter Ocean*.

A ROUGH YEAR FOR THE MIGHTY.

was just a case of strangling the hard-prest concern into submission."

Most of the papers devote much attention to Mr. Gates's version of the methods used to gain control of the Tennessee Company, and also to his statements of the reasons that induced Mr. Morgan and his associates to buy out Andrew Carnegie, paying him "the round sum of $320,000,000 for what he had offered to sell for $160,000,000 to Frick and Moore." Mr. Gates is quoted by the New York *Times* as explaining that Mr. Carnegie was not only preparing to compete with Mr. Morgan in the manufacture of tubes, but was also planning to build a railroad from Lake Erie to his works:

"Mr. Morgan heard of it. He and James J. Hill, while dining together, discust it. Mr. Morgan exprest a fear that if Mr. Carnegie went into the railroad business he would demoralize it as he had demoralized the steel business. . . . . .

"He would not stand hitched. He broke agreements. If he was found guilty he refused to pay the fine, and that was all there was to it. That is the way 'the Ironmaster' did."

Mr. Carnegie is quoted in London cablegrams to the New York *World* as expressing full willingness to appear before the committee on his return, and as referring to certain details of Mr. Gates's testimony as "filthy slander." Mr. Gates's assertion that the Steel Trust acquired the Tennessee Coal and Iron Company by a "squeeze," a forced sale, is emphatically denied by Judge Elbert H. Gary, chairman of the executive committee of the trust. As a matter of fact, says Judge Gary, the United States Steel Corporation, after repeated urgings, finally stept into the breach and paid 100 for a stock which they did not consider at the time to be worth more than 65. But even more interesting was Judge Gary's prediction before the investigating committee that Government control of corporations eventually would come, and his statement that the Steel Corporation would welcome the change, and would even be glad if the Government would go so far as to control prices. He admitted that the steel manufacturers were now trying to steer a wise course between the Antitrust Law on one hand, and the obstacles of competition on the other.

In regard to the actual price paid for Mr. Carnegie's holdings, Judge Gary is quoted as saying, "The syndicate delivered to the Carnegie interests $303,450,000 in bonds, $98,277,120 preferred stock, and $90,279,040 common stock"—a total of $492,006,160, face value.

Notwithstanding Mr. Gates's mainly adverse testimony, the investigated corporation is not without editorial apologists. Thus we read in the Philadelphia *Inquirer*:

"On one important point Mr. Gates gave the committee little satisfaction. He declared that wages had been increased 70 per cent. since the United States Steel Corporation was organized, and that the independent companies were well able to hold their own against the competition of their big rival. That was not exactly the kind of information the committee was looking for."

THE PEACE TEST FOR MEXICO

HAVING carried their revolution to a successful issue in the overthrow of the Diaz régime, the Mexican people must now meet the test of their capacity for self-government, and to many editorial observers on this side of the border it seems that their real task still lies before them rather than behind them. Tales of wholesale brigandage and outlawry in the interior, together with rumors of plots to overthrow the provisional Government of De la Barra and Madero and to launch another revolution give point to the parting warning of Porfirio Diaz that the present Government would ultimately have to resort to his methods if peace were to be reestablished. Foodstuffs, say the City of Mexico correspondents, are rapidly rising in price throughout Mexico, and "the business outlook grows worse every day." And because the war has taken the men from the farms the outlook for the crops is so bad that the Springfield *Republican* thinks the new Government may find itself compelled to take extraordinary measures to feed the poor before the year is out. Altogether, remarks the San Francisco *Call*, the outlook in Mexico is "clouded by doubt." Is our Southern neighbor really ripe for a government republican in fact as well as in name? asks the Pittsburg *Post*, which adds that the time has come when it must give the world a practical answer to this question. The strong hand of Diaz, which so long controlled a situation rich in possibilities of anarchy, has been loosened, and it now remains to be seen whether his iron rule was necessary, remarks the Grand Rapids *Press*. That the problem of restoring a tranquil social order in Mexico is

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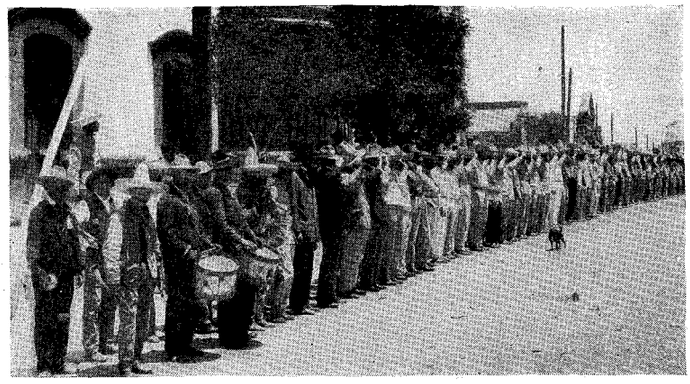
MADERO AND HIS CABINET.

Madero has relinquished his claim to the Presidency pending the coming election, but if he should be chosen to fill the chair of Diaz, it is not unlikely that the cabinet seen here may reassemble in Mexico City.



REGULARS TRANSFORMED INTO REBELS.

When Juarez was taken, the Federal troops were promptly sworn in as soldiers of the insurrecto army, making them all eligible as revolutionary heroes. All are holding aloft the right hand of allegiance except the members of the band, who are thus out of harmony, perhaps not for the first time.

MADERO'S RIGHT-HAND MEN.

indeed a difficult one, is emphasized by the Philadelphia *Public Ledger*, which remarks:

"It will not merely be hard to hold in check the marauding restlessness of rebel soldiers clamoring for their pay. The distribution of Cabinet positions and Governorships is certain to alienate powerful factions from Madero's cause, and convert friends and supporters into foes or ingrates. Already it is said the anti-Maderists are numerous and influential. At this juncture a petition has been presented to the acting President, Señor De La Barra, requesting the extension of the suffrage to women as a proof of Mexico's progressive civilization, but a far more effective object-lesson would be the peaceful and law-abiding demeanor of all classes of citizens in the present crisis."

No less pessimistic is the view of the situation taken by the New York *Sun*, and the New Orleans *Picayune* predicts "a recurrence of the stormy times that preceded the Diaz era." Sooner or later, confidently declares the Washington *Post*, the United States will find itself vitally concerned over one or other of two developments of the Mexican situation. To quote:

"Of these, the first and most imminent concerns the safety of foreigners, a peril sharply brought home to us by the massacre of 200 Chinese at Torreon. The victims were well-to-do and loot, not race hatred, was the motive. With any other nation than China as the aggrieved party, Mexico now would be facing the menace of reparation and reprisal. The second grave danger lies in the probability of the new rulers of Mexico failing or refusing to keep faith with the foreign holders of her bonds—an occurrence which served as a pretext for setting up the empire under Maximilian."

But other observers point hopefully to the fact that between the peons on the one hand and the great landowners and "concessionaires" on the other has grown up a middle class which really craves a popular and representative form of government. "A widely different Mexico from any which the present generation has seen is beginning to shape itself," avers the St. Louis *Globe-Democrat*, and the New York *Times* also thinks the Mexican outlook bright. Says the latter paper:

"It is promised that in less than a month the lines of the national railways will all be in working order. Business should soon be restored to normal conditions. The difficulties to be encountered in the institution of practically new electoral methods are obvious, and there is likely to be some turmoil at the time of the general elections in the autumn. But the outlook for Mexico is bright and there is no excuse for exaggerating the problems which confront the De La Barra Ministry."

And the Denver *Times* reminds us that "if the fact that the United States would inevitably be torn by dissensions, and even taste the bitterness of civil war, was enough to condemn the experiment in self-government, this Republic would never have existed." "Whatever menace threatens Mexico," adds the Denver paper, "that is its tortuous path to democracy, from which it may not shrink."

NO FREE WOOL

A SPLIT between Mr. Bryan and the Democratic leaders in the House is seen by some of the Washington correspondents in the failure of the House Democrats to take the Nebraskan's advice and put raw wool on the free list. The caucus of House Democrats favored the Underwood Bill fixing a tariff of 20 per cent. on raw wool, despite Mr. Bryan's determined objections, but gave him some consideration by passing a resolution declaring that the party has not abandoned free wool as a principle, but explaining that the present depleted state of the national treasury, due to "long-continued Republican extravagance," demands the putting forward of a revenue-producing measure. Yet the free-wool advocates, while acquiescing in the caucus action, do not seem to be entirely appeased, while Mr. Bryan himself bluntly brands as a "pretense" the statement that the 20-per-cent. duty is to be levied for revenue. "Tax on wool," he says, "would never be thought of but for the protective benefit it is supposed to bring to wool-growers." If Democrats, he asks, are scared by the bleats of a few sheep, what will they do at the roaring of the bulls and lions of Wall Street? The declaration that "this is not a surrender of the free-wool doctrine" Mr. Bryan denounces as "adding insult to injury," and adds that he is "surprized that any advocates of free wool accepted it as a reason for indorsing the committee bill." Thus, report several correspondents, there has been created in Washington a "general impression" that the repudiation of Bryan on the wool schedule is the beginning of a serious break in the party.

Speaking in behalf of his measure in the caucus, Chairman Underwood labeled it a strictly Democratic tariff-for-revenue-only proposition. Putting wool on the free list would mean an annual loss of $15,000,000, but the proposed reduction from a 44.31-per-cent. to a 20-per-cent. duty on raw wool, with a corresponding drop from an average duty of 90.1 to 42.55 per cent. on manufactured wool, would entail a revenue loss of only about $1,400,000. Other adherents of the bill argue that such a measure would have some chance of passage in the Senate, while a free-wool bill would certainly be killed.

Two variant opinions on the merits of the bill are given in interviews with Chairman Underwood and Republican floor leader Mann in the New York *Herald*. The Chairman of the Ways and Means Committee is quoted thus:

'The Democratic committee has cut the wool schedule in two

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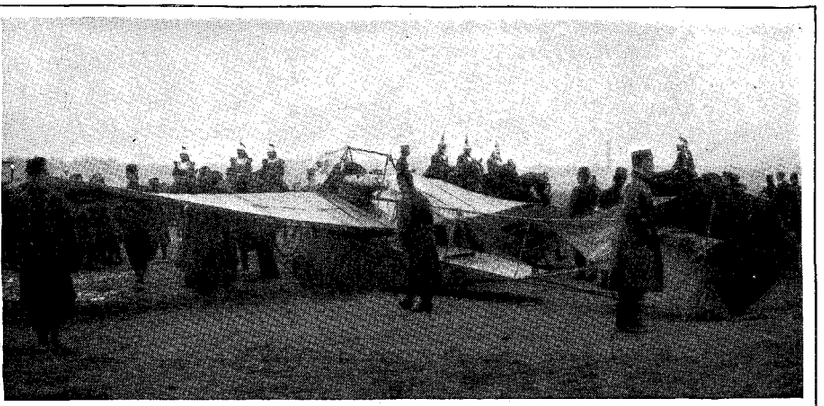
TAKING THE PREMIER FROM THE FIELD.



THE TRAIN MONOPLANE AFTER THE ACCIDENT.

Scene of the accident on May 21, when the French Minister of War was killed, and Premier Monis badly hurt by a descending aeroplane.

THE FRENCH AEROPLANE TRAGEDY.

and has reduced the duty on manufactured goods as low as it was under the Wilson Bill. In that reduction it has fallen short of the $40,000,000 of revenue now raised by some $13,000,000, and it was necessary in order to secure this revenue to place a revenue tax on raw wool imported into the United States.

"The Democratic party stands essentially for a tariff for revenue, which means that we shall collect at the customs houses the money needed to run the Government. The Democratic party does not stand for free trade. The effect of this bill will be to reduce the cost of wool clothing to the customer without materially affecting the revenues of the Government."

The Republican leader's denunciation is exprest in these words:

"The Underwood Bill violates the Republican doctrine of protection and the Democratic doctrine of tariff for revenue. It will ruin the wool-producer and will not save the manufacturer. It permits the foreign wool-growers successfully to invade the American market, but will not permit the American manufacturer to get his raw wool cheap enough to invade foreign or to even protect himself in American markets. It strikes the farmer who produces wool and the manufacturers who produce woolens. It will drive the sheep from the farms and close the doors of factories. It will not open a single new manufacturing plant, but may encourage a large importing business.

"It is based upon neither logic nor statesmanship. It will be as injurious to the wool-grower as the Wilson Bill and more injurious to the manufacturer. It is the first original project in the way of legislation by the Democratic majority, and it clearly proves their lack of capacity."

Democratic editors, however, see things differently, and, in general, believe that the House Democrats have proved their capacity for government by doing the best thing possible under the circumstances. Even papers which have been crying for free wool for years profess agreement with Chairman Underwood that a substantial cut in the schedules is all that should be attempted at present. The Philadelphia *Record* (Ind. Dem.), for instance, which proudly boasts that it "was an advocate of free wool before Mr. Bryan had shed his political milk teeth," is convinced that any attempt in this direction at present would be absurd, while "the proposed bill of the Committee of Ways and Means to cut the present schedule of wool and woolens in half is not only practicable, but it would give early and substantial relief to millions of American consumers." A similar position is taken by the New York *Times* (Ind. Dem.), while other influential Democratic papers, notably the Louisville *Courier-Journal*, the Richmond *Times-Dispatch*, and the Charleston *News and Courier*, beg Mr. Bryan to let the Democratic Congress work out its own salvation.

Republican opinion seems to view Mr. Bryan's efforts more favorably. Mr. George G. Hill, the New York *Tribune's* (Rep.) experienced representative at the capital, sees in "the efforts of the Democratic leaders of the House to drive their fellows into supporting a bill which is practically a copy of the wool schedule of the Wilson-Gorman Bill," proof that "Democrats never learn." "Never wearying of denouncing the Republican policy of protection when out of office, the Democrats now, as always, are afraid of their own doctrine when entrusted with power, even the small measure of power involved in their control of the House." Mr. Bryan, however, is singled out for commendation as one Democrat who has the courage of his convictions, who can adopt a theory and then stand by his guns.

NEIGHBORLY THRUSTS

PEACE is now raging in Mexico.—*Columbia State.*

WHO says Diaz hasn't American ideas, and he worth $20,000,000?—*Atlanta Journal.*

MEXICO is the "republic of to-morrow"; to-day it is something else.—*St. Louis Globe-Democrat.*

DIAZ has resigned, tho he was once a regular little Billy Lorimer about not resigning.—*Chicago News.*

IF Mexico needs a president very badly—well, the colonel isn't working just now.—*Grand Rapids Press.*

DIAZ is now an international character. He has taken French leave and is walking Spanish.—*Baltimore American.*

IT appears now that our army was sent to Texas for the specific purpose of not invading Mexico.—*St. Paul Pioneer Press.*

MEXICAN suffragettes have begun to attack Madero. The incurrecto leader will now get a taste of real war.—*Baltimore News.*

MADERO'S patrotism will be put to the real test if a fair and impartial election is held and the people then say they do not want him for president.—*Chicago News.*

DE LA BARRA has taken an oath as provisional president of Mexico, but he has several more coming before he gets through with that troublesome business.—*Chicago News.*

MEXICAN peace makes a noise like more war.—*Chicago News.*

DIAZ was able to write a very popular message as his last one.—*Chicago News.*

PRESIDENT Diaz, having been told to go along, chooses rather to go abroad.—*Boston Herald.*

WILL some one kindly inform President Diaz if there is a vacancy on *The Outlook?*—*Washington Post.*

MADERO finds that it is easier to start the insurrection habit in Mexico than to stop it.—*Chicago News.*

MEXICAN insurgents in Lower California have heard that there is peace, but they do not believe it.—*Chicago News.*

DIAZ was justified in pointing to business results in Mexico, but republics can not live by finance alone.—*St. Louis Globe-Democrat.*

AFTER Revolutionist Madero reaches Mexico city he will be expected to put down the revolution with a firm hand.—*Detroit Journal.*

AT any rate, President Diaz, retiring, can say that he has held his job longer than any other head of a republic.—*San Francisco Chronicle.*

PRESIDENT Diaz is said to have sent $10,000,000 to Wall street. We doubt it. President Diaz doesn't give up that easily.—*Detroit Free Press.*

IF in the Mexican revolution their battles had been as bloody as their armistices, Diaz would have been down and out in an early round.—*Houston Chronicle.*

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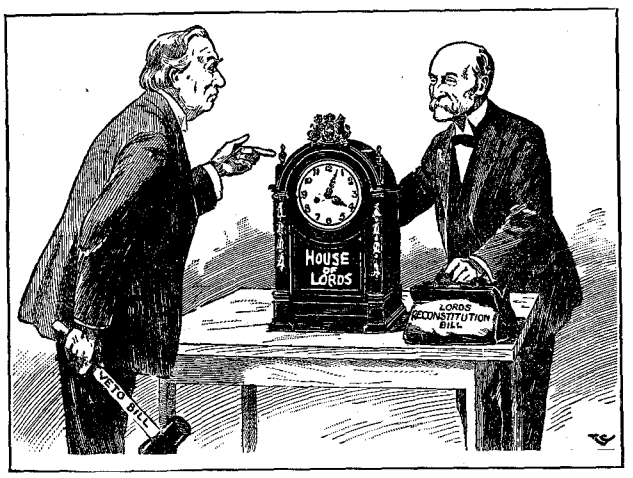
FOREIGN COMMENT

THE PEERS' PLAN TO REFORM THEMSELVES

A CLEVER political trick of Lord Beaconsfield's when faced by some popular opposition measure, we are told, was to defeat it by the brute force of his majority in Parliament, and then while the popular storm was gathering, bring in a similar measure as his own, thus making the opposition, who thought to defeat him, support him. The same tactics are now being tried in the struggle over reforming the House of Lords. The Liberal leader Asquith cries, "The House of Lords must be reformed." The Conservative leader of the House of Lords answers, "Certainly it must be reformed," and he straightway produces a bill of his own for reforming it. We read in the Conservative press of London that the action of this noble Lord has spread consternation among the Liberal ranks. Asquith stands aghast, we are informed, and assures his trembling followers that he is going to reform the House of Peers himself, and that he will "accomplish it during the present Parliament," "if there be time enough." He is severely blamed, however, in the newspapers for failing to outline his program more specifically. His plan lacks definite form as



FORCE OR SKILL?

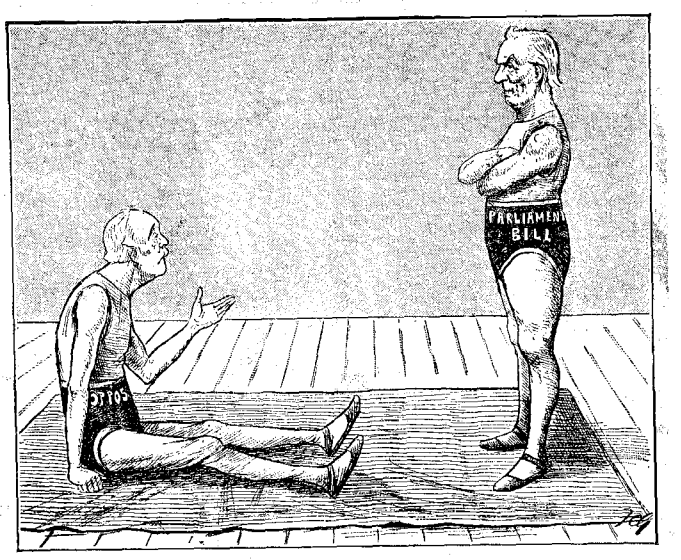
THE ENDER—"Here, what are you up to with that clock?"
THE MENDER—"Well, you're always saying it's wrong, so I'm trying my hand at putting it right."
THE ENDER—"Don't you worry—that's a little job I've reserved for myself." —*Pall Mall Gazette* (London).

yet, but in the main he aims to overcome the Lords' veto, so that the Peers can not permanently block legislation desired by the Commons, and he would have an act passed several times by the Commons in successive Parliaments become law with or without the Peers' consent. *Solvitus ambulando*, all will be clear as we proceed, he says as he outlines his "preamble," out of which the newspapers say he has not yet emerged to the main question, and one of his opponents meets him with the laughter-raising taunt that he means "preambulando." Lord Lansdowne's proposals are clear enough and would result in the creation of an Upper House that will be made up thus, according to the Liberal *Nation* (London):

Hereditary peers, specially qualified, and elected on the single transferable vote by the whole body of their brothers	100
Non-hereditary members, elected by the House of Commons, for fixt areas	120
Nominated by the Crown, on the advice of its Ministers, in proportion to the strength of all parties in the Commons	100
Law Lords of Parliament	16
Spiritual Peers—2 Archbishops, 5 selected Bishops	7
Princes of the Blood, variable, now	3
	346

This paper adds: "the new Lansdowne Second Chamber is not to be a House of Lords at all. It will be a hybrid, made up of three categories, governed by a schedule of capacities."

The Lansdowne plan does not provide for the passage of bills over the Peers' veto, as Mr. Asquith proposes, and for this



MR. BALFOUR—"Can't we settle this, Mr. Asquith, on some satisfactory basis?"
MR. ASQUITH—"What do you mean by a satisfactory basis?"
MR. BALFOUR—"You acknowledge yourself beaten and withdraw." —*Westminster Gazette* (London).

reason it is pronounced "wholly inadmissible and utterly futile" by the Liberal *Daily Chronicle* (London), which thinks "it is obvious that the restriction of the veto must come first" in any practicable bill of reform.

As it would not be possible, according to the Liberal *Westminster Gazette*, for a House so constituted to secure a Liberal majority, as the hereditary Peers and those appointed by the Crown would be in the majority, 200 out of 346, therefore, this paper continues, "this bill is illusory."

The great Liberal organ of the Lancashire manufacturing district, the Manchester *Guardian*, thinks there was something

A BLEND OF KING CANUTE AND MRS. PARTINGTON.

The Duke of Northumberland says in a recent speech in the House of Lords that that body seems to him "the only power in the country which can at present give a successful check to democracy." —*The Westminster Gazette* (London).

"almost pathetic in the air of moderation and sweet reasonableness" with which Lord Lansdowne propounded his scheme. The Government is pledged to attack the veto. If they fail to fulfil that pledge, they throw away their weapons—"they are

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disarmed." So this paper "is tempted to wonder that Lord Lansdowne and his friends thought it worth while to bring forward this bill at all."

Turning now to the Conservative papers, of Lansdowne's own party, we find them very cautious in their comments, and even the Conservative *Saturday Review* (London) almost

OUTPOSTS OF BERLIN'S LITTLE SOLDIERS.

It is a sad thought to German militarists that these lads may later acquire "the American ideal of intense activity," and actually prefer working to fighting.

condemns his plan, but only because it gives away too much—yet perhaps only enough to baffle the Liberals and rescue the Peers.

The production of Lord Lansdowne's bill places the Liberals "in an awkward dilemma," thinks the Imperialist *Outlook* (London). If they accept it, the measures they propose to carry through to please "the malcontents who are making Mr. Asquith toe the line" fall to the ground without the aid of a Liberal majority in the Second Chamber. If they reject it, Mr. Asquith's profest "desire for reform" will turn out to be "a sham." The London *Spectator*, which professes independence, but clings to the Conservatives in the matter of Home Rule, talks of "the striking merits" of the Lansdowne plan as offering "an opportunity for a solution of the [parliamentary] crisis." Unqualified indorsement can not be expected of this powerful organ which has set its heart on a Referendum with the abolition of the veto. The bill, declares the Conservative *Standard* (London) with approval, is "an honest and well-conceived attempt to deal with the constitutional question on evolutionary lines" and at any rate suggests "an alternative to the Single-Chamber oligarchy which the Cabinet is endeavoring to bring into existence." "Lord Lansdowne has done his best to queer the pitch" for Mr. Asquith's Parliament bill, thinks *The Pall Mall Gazette* (London).

In a tone of judicial calmness the London *Times* thus commends the Lansdowne bill:

"Lord Lansdowne's bill actually meets the complaint that an hereditary Chamber can not satisfy the necessities of a democratic age. . . . The disfranchisement of the House of Lords attracted less attention than the disfranchisement of a large portion of its hereditary components, and their replacement by persons democratically elected. Yet this is a conservative change compared with the extinction of Second Chamber power which the Parliament bill would effect. Lord Lansdowne has given a logical answer to the cry that a free people can not consent to have its legislation revised or delayed by a body of men deriving their authority from the hereditary principle. He has shown how a Second Chamber can be evolved from the existing one, in which two-thirds of the members, or any other proportion that may be agreed upon, shall possess the authority that comes from representation of the people."

DECAY OF THE GERMAN ARMY

THE GERMAN ARMY has always been considered and has always considered itself the most perfect fighting machine in the world. Colonel Gaedke, the eminent military expert of the *Hamburger Nachrichten*, has taken this Army as his standard when engaged in pointing out the weakness of the English Territorial Army, or declaring that the soldiers of the United States do not make up any real army at all. Now he discovers that the Germany Army is laboring under an almost fatal weakness. Military ideals are fading away in the land of Moltke and Bismarck—trade, gain, mere commercialism are becoming the order of the day. Germany is learning that even a nation can not serve two masters. Germany has developed her industrial activities, her schools of applied science, especially of electricity, at the expense of her military spirit, says Colonel Gaedke. Without suggesting that Maximilian Harden's exposures made the Army unpopular, and that the wrath and ribaldry of the cartoonists render it ridiculous, this writer merely affirms that after forty years of peace the Army does not attract, either by its pay, or even its prestige, the young men who possess ability, a noble name, or wealth. "The American ideal of intense activity" has penetrated and permeated the German mind, and so long as "this practical and economic enthusiasm continues, the Army will be gradually tabooed as a profession." The young man who has to make a living prefers to be an engineer, bank clerk, or merchant rather than join the ranks of the Army where promotion is slow and uncertain. Says Colonel Gaedke:

"Lieutenants of infantry at the present moment, *i.e.*, in time of peace, can not gain their captaincy before they are twenty-six or twenty-seven; it is not rare to see officers waiting until they are fifty-six to be made lieutenant-colonels or colonels. This is bad not only for the man, but also for the Army, for it stands to reason that a man having gone through the severe routine of military service for fifty years in time of peace is

GERMANY'S BOY SOLDIERS IN ACTION.

Colonel Gaedke fears that these boys will become mere merchants and professional men, instead of fighters.

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more or less worn out. This passé condition of the higher grades of officers must diminish the value of the Army in time of war."

The German Army is not like the French Army, where every man in the ranks carries a field marshal's baton in his knapsack. Class distinctions are sharply drawn in Germany, and the military officers, alumni of Berlin military colleges, used to toss their heads in disdain when they confronted a civilian. This is all changing, we are told. The regiments now can not obtain their full complement of subalterns. The following figures are given:

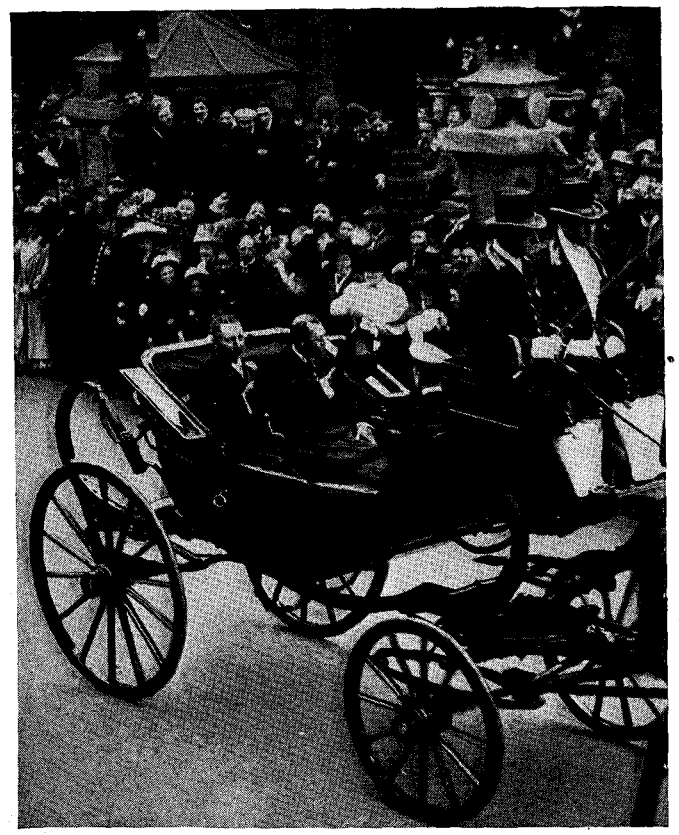
"On comparing the figures of the effectives required for 1910 with the actual figures at that period we find that the German Army is 1,319 sublieutenants short. . . . There are at least 158 regiments in which this deficiency occurs."

Yet every effort is being made by the military authorities to fill the gaps. And we find quoted in the military journal of Berlin, the *Militair-Wochenblatt*, the following order:

"Pupils of the high schools in the first class, and all who are studying in technical schools or colleges, will be excused from the ordinary military examination for admission to the rank of Army officer. All candidates who have graduated from a civil school and obtained the rank 'bene' in their certificate will be also excused even from the military oral examination."

In spite of this order, which admits to the rank of a commissioned officer young men of merely general, even mediocre, education, the number of sublieutenants has not increased during the last few years. Colonel Gaedke concludes:

"According to my calculation, even with the encouragements above offered, it will take ten years or more to fill up the vacancies in the German Army officers' mess."—*Translation made for* THE LITERARY DIGEST.



AN OMEN OF PEACE.

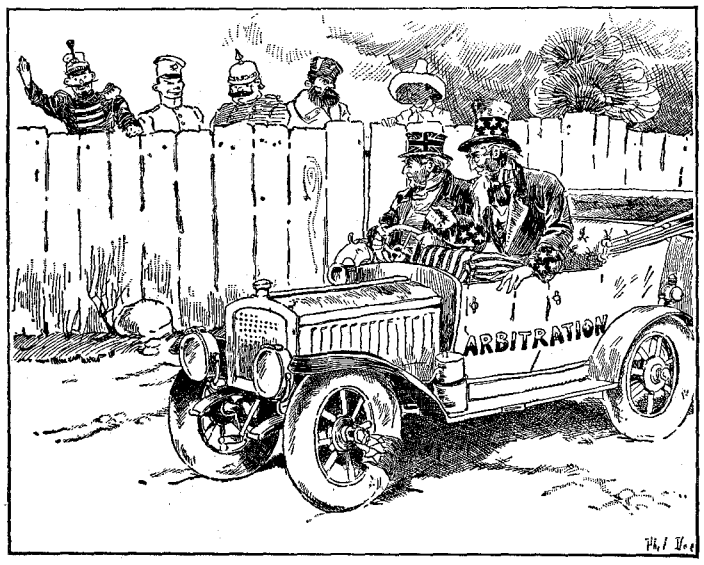
Germany's Kaiser and England's King dampened the war-talk by riding side by side through London during Wilhelm's visit at the unveiling of the memorial to Queen Victoria, grandmother of both monarchs.

SOCIAL REFINEMENT OF THE HINDU

THE HINDU in the great peninsula, claimed as a British dependency, has constantly complained of the rudeness and discourtesy of the British civil official and the subaltern of the British Army. Instances are related where English officers have turned out of the railway carriages which they occupied Hindu gentlemen, educated and refined in manner and habits. And now Mr. Harold Begbie writes from Bombay to assure us that he finds this sort of vulgarity entirely wanting in the natives of India. He tells us in the London *Daily Chronicle* that "vulgarity is the sham and brummagem of human nature, something unreal to the gods and hateful to the refined." Speaking of the natives he met in his travels, he continues:

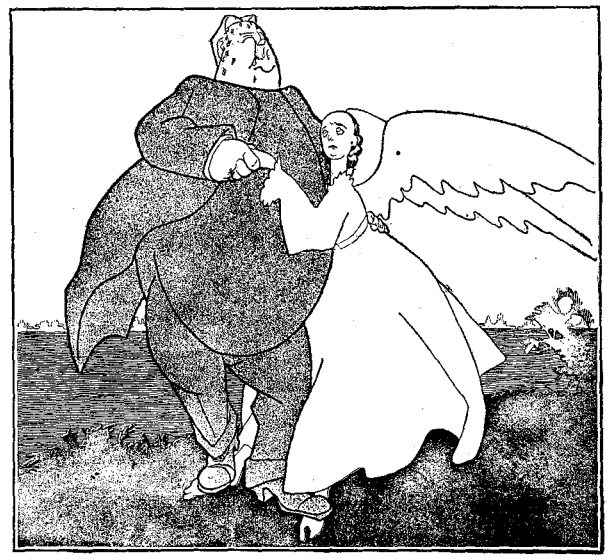
"Never once, north or south, east or west, in city or village, from Bombay to Madras, and from Tuticorin to Simla, never once have I detected the very smallest smirch of vulgarity either in manners or in dress. That dreadful and aggressive vulgarity which everywhere distresses the traveler in England is nowhere to be discovered in India. Such things as the brutality of a mob's bank holiday, the snobbishness and arrogance of middle-class plutocracy, the horseplay and rowdyism of university students, the shouting and screaming absurdities of fashion—these things are foreign to India. You may meet a man who believes in thirty million gods, and is convinced that the world is flat, and who considers himself polluted by the very shadow of a European; but he will have charm of manner, and make a picture either in the unhandseled jungle or on the platform of a railway terminus."

He shows the same enthusiasm in describing the Hindu woman, and declares:



WATCH IT GROW.

"Slow up, John, there's another fellow who wants to ride!"
—*Montreal Daily Witness.*



ARBITRATION AND DREADNOUGHTS.

PEACE ANGEL—"I like you very much, Mr. President, but please stop treading on my toes." —*Simplicissimus* (Munich).

PROGRESS OF THE SWORD-PLOWSHARE IDEA.

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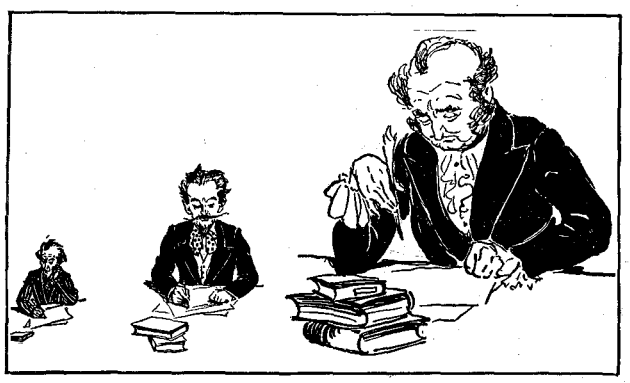
"You may see a woman who can neither read nor write, who offers food to idols, and believes that her god or devil rides round the village at night on a plaster horse or a mud elephant; but she will be modest and gracious in her manner, and her dress will be as beautiful as the flowers of the field or the



AS A NOVELIST.

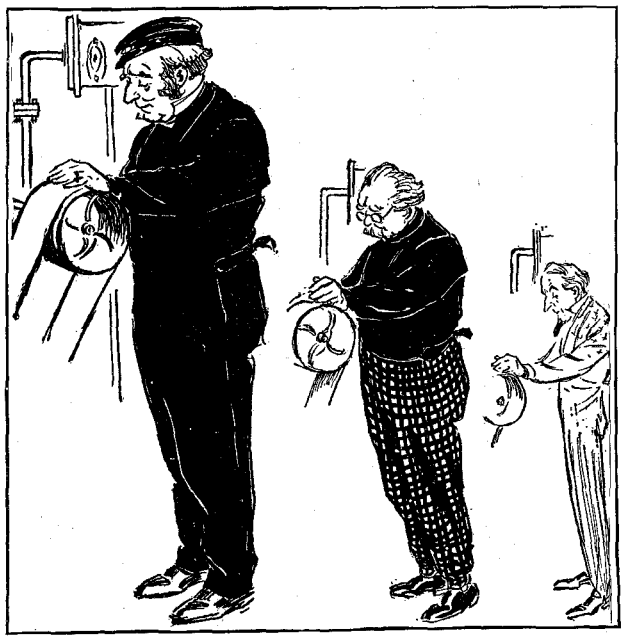
John Bull as a novelist penetrates more universally by the foreign sales of his works than any other country. The export and diffusion of British works of fiction in 1910 was four times as great as that of France and six times that of America.

marbles of the Pearl Mosque. It does not matter how savage and heathen, how immoral and base, how ignorant and stupid—these races of India, every one of them, have a nobility in their manner and a loveliness in their raiment."

The civilization of his native country can not be compared with that of India, he declares, viewed from the standpoint of modesty, courtesy, and self-restraint, and he bursts forth into the following comparison:

"Many a time on my journey I have compared them with people at home. Outside a theater or a chapel, what flaming hats and blazing blouses hurt the gaze! In a hotel or railway station, what ill manners and odious pretentiousness wound the mind! A man in England may know more than Newton, and have the courtesy of a sty; a woman may worship the one true God and wear a hat that darkens the rainbow. Indeed, vulgarity would seem to be the product of civilization. . . . In India . . . you will never find affectation or rowdyism, and never encounter hideousness or absurdity in dress."

He attributes what he describes as English vulgarity and



IN MACHINERY.

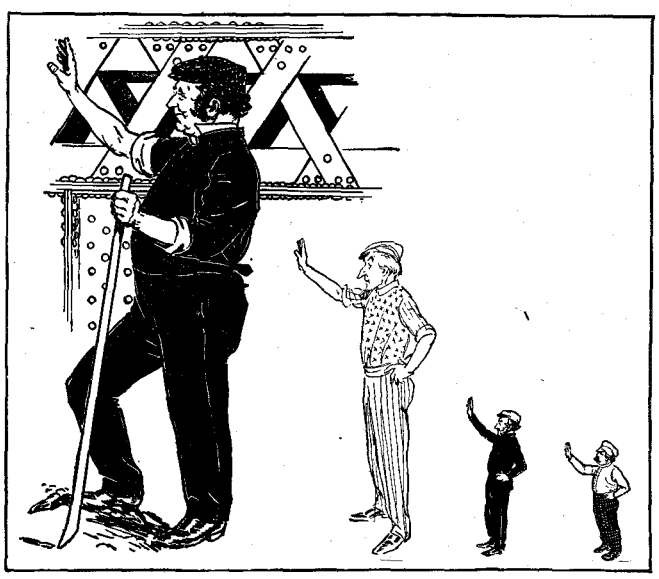
In exports of machinery John Bull is in the lead—Great Britain, £28,000,000; Germany, £20,000,000; America, £17,000,000.

boorishness to irreligion and infidelity, and with daring characterization utters the following sweeping generalizations about "the materialism of Europe" and the "spirituality of the East":

"Indians are more certain of the untouchable spirit world than of the tangible, material world; they are constantly on their knees, their thoughts are constantly lifted up to the heavens, they are constantly receptive to the influences of beings higher, or, at any rate, mightier, than themselves. It would seem that any faith—however ridiculous, even however sensual and vile—bestows a certain grace on the believer, a grace which manifests itself in charm of manner, dignity of bearing, and perfect taste in the matter of raiment. Whereas no faith at all, in one however intellectually strong and morally superior to the unbeliever, is apt to make for hardness of manner, brutality of conduct, and a most disordering style of costume."

BLOWING THE BRITISH TRUMPET

WHILE the United States has in New York the greatest and busiest seaport in the world—a position long held by London—she also leads the world in the production of corn, tobacco, coal, petroleum, pig iron, steel, and cotton. But, as a writer in *The Strand* (London) points out, there are certain exports, principally of manufactured goods,



JOHN BULL AS A CIVIL ENGINEER.

The above diagram shows how John Bull outdoes his rivals in civil engineering undertakings throughout the globe.

in which England holds a place superior to her rivals, the United States, Germany, and France. This writer tells us that John Bull is a great old gentleman still, tho so many nations are looking over his shoulder and copying his methods—perhaps improving on them. They have not, however, as yet captured all of his positions, and we read:

"When it comes to certain steel manufactures, John Bull still takes first place. To begin with, he is, in 1911, as he was in 1811, the world's master cutler, and the products of Sheffield are marked A 1 in the world's markets. In value, bulk, and quality America comes second and the German factories third. He still controls the cycle trade, altho here Germany is close at his heels; the production of cycle parts being last year about as large as Britain's. But the quality is far superior in this, as in other products."

So with regard to cotton-spinning, wool, and the manufacture of tobacco. This writer declares:

"To show how easily the British are still the world's greatest cotton-spinners, we have only to take the figures of the exports of cotton goods. John Bull, after supplying himself liberally, sends out £95,000,000 worth to market. Germany sells £13,000,000 worth, France £11,000,000, and America £7,500,000. As regards woolen manufactures he is far greater, for he last year exported over £30,000,000 worth, three times as much as his nearest rival, Germany. Then take tobacco. America grows it, but who has the art of manufacturing it to approach John Bull? He exports £1,650,000 worth annually to Uncle Sam's

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£1,000,000 worth. Or tin; but here, again, this is Bull's specialty."

America is famous for its inventive talent, but Great Britain excels our country in the amount of the machinery exported:

"In machinery, both for quality and quantity exported, he is still easily first, but the strides made by Germany and America may result in his being overtaken. When one considers population, it is a little difficult to see how a country of 40,000,000 can hope to surpass in production one of 80,000,000. Yet the statistics of the world's trade show that in the market of the universe he makes more locomotives, railway wagons, and electrical apparatus than his rivals."

John Bull is, like the poet Collins, "a most excellent hatter"; his hats "retain their preeminence over the world"; finally, "Britain's export trade is about $2,000,000,000 per annum in value, against Germany's $1,250,000,000 and America's $1,750,000,000."

SOCIALISM AND CRIME IN JAPAN

POVERTY, discontent, and Socialistic plots are now said to plague Japan the conqueror, Japan the Europeanized Oriental country, Japan brought in contact with Christianity, with modern diplomacy and Western learning and education. Of course, we know that Japan is charged by English and French journals with counterfeiting in a wonderful manner the trademarks and labels of Cross & Blackwell on Japanese pickle-bottles, of Lea & Perrin on Worcestershire Sauce made in Tokyo, and so on, even to French wines and articles on which they print "Made in England," when in fact they are made in Nippon. But we speak now of common crimes against public peace and safety and private property. This is a frequent topic of complaint and regret in the Japanese papers and the *Toyo Jorin* (Tokyo) has recently published an article in which an appalling increase in the number of law-breakers is noted. We are told that for the past twelve months this increase has been remarkable. In 1905 the number of convictions was 53,000; in 1906 it grew to 53,980; in 1909 it was 60,680, and in 1910, 73,300, an increase of 40 per cent. in five years. This Japanese writer attributes the recrudescence of criminality to the very greatness which Japan has recently attained as a world Power, the corruption of her capitalists, and the exactions of her Government, and tells us:

"This condition of things is largely due to the aggravated economic circumstances in which the people live. While the police arrest the criminal and the judge passes sentence on him, no attempt is made to provide a fundamental remedy for the causes which in most cases inspire the acts of lawlessness. Among these causes the most conspicuous is the difficulty which the people find in making ends meet. The cost of living is rising higher and higher and the taxes are a more and more crushing load upon the subjects of the Mikado. In 1893 the taxes amounted to only $43,000,000. In 1910 they rose to more than $244,500,000. The taxes on foods especially have risen to a very considerable degree. Between 1893 and 1910 they have actually doubled. Everything has suffered an analogous rise in price—salt, sugar (raw and refined), and petroleum. Even rice, the food most essential to the diet of the Japanese, has risen from 20 to 30 per cent. in price, and in times of a bad harvest from 50 to 100 per cent."

The lower and middle classes, who work for wages and salaries, suffer most, for there is little or no rise in their pay, and we are told:

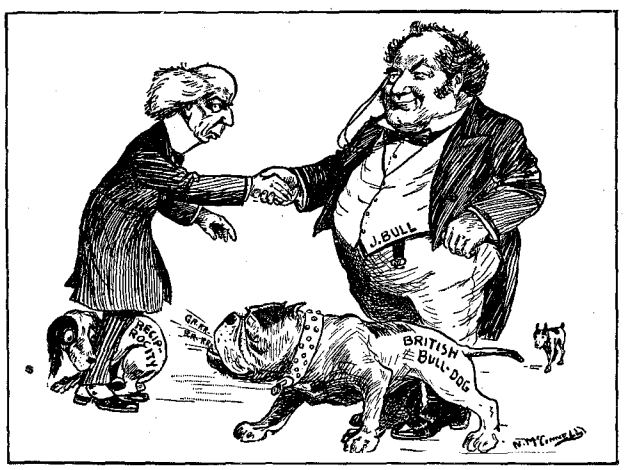
"Salaries and wages remain almost stationary and the best-paid never receive more than 20 per cent. more than was paid them in more prosperous days."

The most serious feature of the case is that general discontent reigns among the poor, and this leads to Socialistic dreams or anarchistic plots:

"The demarcation between the classes, the rich and the poor, is becoming dangerously deepened. The latter see with rage and despair the vast fortunes piled up by capitalists since the Russo-Japanese War. The poor regard the rich as rapacious monopolists, and minds into which the doctrines of Socialism have been instilled lend a ready ear to the instigations of criminals."

Thus the criminal class is increased by those whom hunger and discontent drive into acts of violence whose only excuse is necessity. The "army of crime is swelled year by year by recruits who are, as it were, gathered in by conscription." This writer concludes as follows with a grave reflection on the sad condition of his country:

"Every day the tide of crime rises higher. And yet it is of no use to oppose the evil by multiplying the police force, by stricter discipline in our prisons, by reforms in our courts of law. The root of the evil lies deeper. We are confronted by a social condition of things which calls for social remedies."—*Translation made for* THE LITERARY DIGEST.



SIR WILFRID ARRIVES.
—*Toronto News.*

MRS. BRITANNIA—"I feel sorry—he is such a magnificent man; but how can I give my beloved daughter to a foreigner?"
—*Kladderadatsch* (Berlin).

BRITISH MISGIVINGS ABOUT RECIPROCITY.

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SCIENCE AND INVENTION

RETURN OF THE CORPUSCLE

HUMAN THOUGHT moves in cycles. There are fashions in theories as in hats, and hat or theory may return after many days. Time was when natural philosophers explained everything in terms of the corpuscle. Light and radiant heat were streams of them, the electric current and the magnetism of a magnetic pole were equally material. Then came the day when all was reduced to terms of energy instead of matter. And finally "corpuscles" are coming in again. Electricity, we are told, is made up of them, and groups of them constitute the atom, once thought to be the ultimate particle. The emanation from the radioactive bodies, which behaves in many respects like light, is largely made up in this way; and now comes Professor Briggs, of Leeds University, England, with a suggestion that what is called "ultraviolet light" may not be light at all, but a corpuscular phenomenon. We learn from *The Medical Times* (New York) that in a recent lecture before the Royal Institution in London, Professor Briggs concluded that there may be a fourth state of matter in which corpuscles or electrons play the same part as the molecules do in the kinetic theory of the gaseous state. We read:

GOVERNMENT RANGERS DISCOVERING A FOREST FIRE IN WYOMING.

"In the latter theory it is assumed that the particles by their dartings to and fro with great velocity collide and thus produce all the phenomena of pressure, expansion, and so forth in gases. There are four different forms of radiation that can be passed at will through the atoms of matter; and a study of the particles after they have emerged again from the atoms will show what has happened to them in the atom, and hence something of the constitution of the atom itself. These four forms of radiation are known as the *alpha*, *beta*, and *gamma* rays of radium and the *x*-rays. The first are atoms of helium, the second electrons, while the third and fourth have hitherto been considered pulsations in the ether analogous to light-waves. When a particle encounters an atom it passes through it and on to another; it loses a little energy at each collision and finally (when it has lost all) passes out of recognition. When an *alpha* particle passes through a gas it moves straight through every atom it meets; it suffers scarcely any deviation from its course until its velocity is nearly spent. Most of the atoms it passes through are ionized (rendered conductors of electricity). The *gamma* ray moves along in a straight line and penetrates atoms with far greater ease than either of the other radium rays; sooner or later it disappears inside an atom, branding on a large share of its energy to a *beta* particle which takes its place.

"Professor Briggs concludes that the *gamma* rays and the *x*-rays are corpuscular and not ethereal pulsations; they may be electrons, corpuscles of negative electricity which have assumed a cloak of darkness in the form of sufficient positive electricity to neutralize them. And since it appears that ultraviolet light possesses many of the properties of these rays, this light may likewise be corpuscular in its nature. And if this ultraviolet light be such, why then may not all light be corpuscular?"

A GERMAN VIEW OF OUR FOREST FIRES

AMERICAN forest fires are more frequent and more devastating than those of any European country. The damage from them is colossal; our system of protection and prevention is imperfect and has broken down under pressure. These are the views of Professor Deckert, of Frankfort, a trained German observer who has traveled extensively through our forests, as exprest in essays first printed in the *Frankfurter Zeitung* and translated in condensed form by George W. Colles for *American Forestry* (Washington, May).

The first figures regarding the extent and number of forest fires in the United States—those compiled by Walker in 1880, showed that in that year alone there had been 2,580 fires, burning over 7,750,000 acres.

The extent in different States varied all the way from 88 acres in Massachusetts to 13,490 in Tennessee. We read:

"It will be seen that there is a wide difference in the extent of the fires in the different States, and there is a certain connection between this figure and the condition of culture of the State, showing that in the highly cultivated Northern States, people have already learned better how to police the forests and keep fires under control than in the Southern States, with their meager population and large negro element. . . . . .

"With respect to the causes of fires, an indisputable conclusion is drawn from Walker's investigation that sparks from locomotives are to blame in a great number of cases. Out of the 2,580 fires of the year 1880, no less than 505, or 19.5 per cent. are laid to this cause. . . . . .

"In the most highly cultivated districts, and those having the thickest network of railways, the figures rise to a fearful height. . . . In Tennessee, only 8 per cent. of the total was due to locomotive sparks; in Alabama 6 per cent., in Georgia 4 per cent., and in Mississippi but 3 per cent., because the railway systems of these States are much less developed, so that, in general, fires in those States must be ascribed to other causes. For the Northern States the results of this investigation had a practical fruit, inasmuch as it led to the passing of laws to regulate the railways and to compel them to take steps to prevent damage or at least to confine it to the narrowest limits. These laws have been enforced with unquestionable success.

"That the carelessness and conscienceless negligence of hunters, stockmen, lumbermen, prospectors, and tourists, who light fires for one purpose or another in the forests or around their borders, was the cause of a very much larger number of forest fires in every State of the Union without exception, has been sufficiently proved by the statistics of the year 1880. But in so broad an area of what is still largely a primeval wilderness, the root of the evil is much more difficult to get at. What is needed above all is a thoroughgoing organization of the forces and available means for forest protection, as well as a slow and long-continued campaign of education. In this direction the statistics in question have evidently borne fruit, especially since a later census of forest fires taken in 1891 by the Forestry Division of the Department of Agriculture, which

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gave similar conclusions to the previous ones of Walker. It is true these reports were still extremely incomplete, but then they related to a much larger area burned over in the year in which they were taken, namely, 12,000,000 acres. Besides, every one who was familiar with the facts recognized that the figures of the years 1880 and 1891 were far below the maximum of damage to the national domain which the forest fires of a single year could reach, and that this maximum for the eighties and nineties amounted to about ten times the value of the annual useful consumption of wood.

"What a contrast was this situation to that in European countries, where good forestry laws were in force! In the Prussian States, for the decade ending with 1891, there were in all 156 greater fires, four of which were caused by locomotives, three by lightning, 53 were of incendiary origin, and 96 caused by negligence, and the total area devastated during the years 1884 and 1887 was 3,100 acres. Bavaria, in the year 1892, with its unusually hot and dry summer, has a record of but 49 fires covering only 5,000 acres. These figures, in comparison to those of North America, are absolutely negligible, and form a brilliant vindication of the forestry system of Middle Europe, while at the same time they force us to the conclusion that in North America there are other factors to be considered besides those above mentioned, altho these latter doubtless represent the principal causes of forest fires."

The movement for a better system of forest management and protection is described and followed up to 1910 by Dr. Deckert, who gives us due credit for what we have accomplished by it; and yet he points out that in the later years of this period we have had some of the greatest fires in our history. He says:

"How such a catastrophe could take place after the great progress of the previous decade is a question easily answered both on general geographic considerations and also with the assistance of the information provided by the numerous handsome volumes of the United States Geological Survey relating to the different reservations. In the first place, it is to be observed that in the United States, and especially in the West, it is unfortunately impossible to combat the original causes of forest fires in as effective a way as is done in Germany. The rough men who find their living in the Eastern or Western wildernesses, in mining, hunting, stock-raising, or other interests, can not be prevented from building camp-fires, which are positively necessary for protection against the cold of night as well as for cooking, nor on the other hand can they be forbidden the enjoyment of their only pleasure, tobacco; and to find a spot absolutely free from danger for camp-fires is, in such circumstances, simply an impossibility. . . . . .

A FREIGHT TRAIN CAUGHT BY A FOREST FIRE.

"Even those fires which are negligently caused by locomotive sparks can not be prevented in North America in the same degree as in Europe, simply because much greater lengths of track are concerned and because the lay of the land in many cases does not permit the laying-out of fire-lanes. With the experience of the last decade, however, it can no longer be doubted that with a well-organized patrol, fires of this sort can generally be extinguished before they reach a too great extension. In a similar manner it may be possible to effectively combat a large proportion of intentional fires. It was formerly common for both Indians and white hunters to thoughtlessly set underbrush ablaze merely to scare up game, and many of such fires were propagated indefinitely. Such vandalism is at the present time limited in most places, and in so far as it yet exists, there is a good prospect that its days are numbered. But far more numerous have been those fires which have been started for clearing purposes or for burning brush and rubbish. Particularly in the Northwest, in Oregon and Washington, where the growth of the giant trees in many places is so great that it seems impossible to dispose of them with ax and saw alone, it is quite general to resort to fire and dynamite to accomplish the clearing. In the East, too, it has been the rule to get new land for cotton or grain plantations by burning off extensive wooded areas, and the farmers care little for the charred trunks which are left standing. Not a few of the fires so produced have continued far beyond the limits set for them, and this has been one of the most frequent causes of very great forest fires in the newly settled districts. Of course the new forest guards of the United States have given special attention to this cause, and by insisting upon proper preventive measures in clearing lands they have succeeded in preventing serious damage in most cases.

RAILROAD FIRE-FIGHTERS QUENCHING A FOREST BLAZE.

"More difficult to handle have proved cases of malicious incendiarism. . . . Fortunately the number of malicious fires in the United States has probably never been great. But besides these human fire-setters, there is a natural one which assumes importance in the least accessible districts, namely, lightning. . . . From his investigations in the San Francisco Mountains of Arizona, J. B. Leiberg, the most distinguished expert of the United States Geological Survey, came to the conclusion that in this reservation by far the greatest number (about 60 per cent.) of all fires are caused by lightning.

"And this brings us to another principal factor which must be considered responsible for the rise and spread of forest fires in North America—the climate. It has long been known not only that the North American climate is much drier than the European, but that in the West the drought is long-continuing, even to the point of complete rainlessness, while in the East, in spite of the large annual rainfall,

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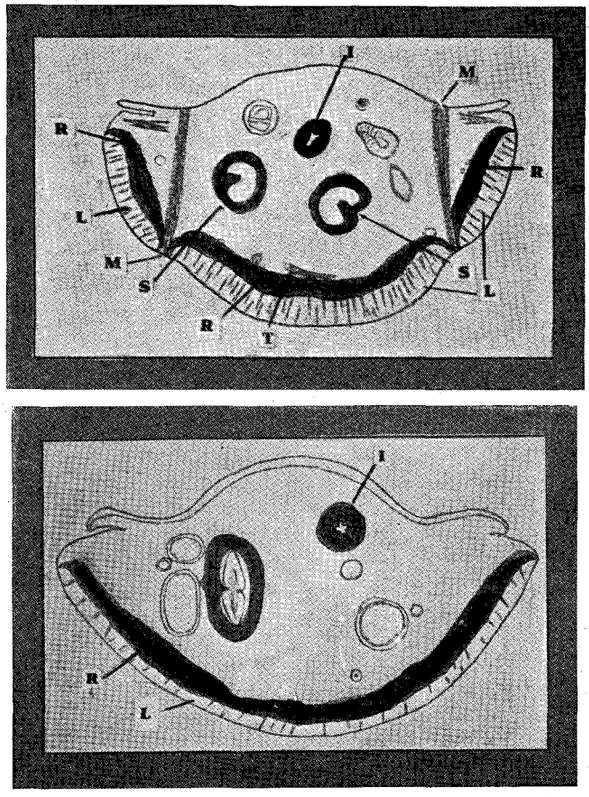
there are periods of drought of greater or less length. What effects are produced by such a climate on the forest and its inflammability can be readily understood."

LIVING LAMPS

THAT FIREFLIES are lamps not only in the sense that they give light, but also in that they produce this light by oxidation, that is, by practical combustion, albeit very slow, seems to be proved by investigations described in *The American Naturalist* (New York, May) by F. Alexander McDermott and Charles G. Crane, of the Hygienic Laboratory of the United States Public Health and Hospital Service in



MECHANISM OF THE FIREFLY'S LAMP

These cross-sections of the *photinus* (above) and the *photuris* (below) show (*L*) the light-producing tissue, (*M*) the muscle fibers, (*R*) the reflecting layer, (*S*) the spiral organs, (*T*) the tubes to the light-producing organs, and (*I*) the intestine.

Washington. The authors note that altho there are about 25 species of these insects in the United States, little work has been done in the microscopical study of their light-producing organs. The authors find that these organs are traversed by tubes continuous with those used for breathing and that there is every evidence that air is drawn into the organs by the insect to produce light by oxidation. Three species altogether were examined. In all the luminous organ is divided into two distinct layers, the inner one being white and opaque, and serving as a reflector, and the outer being yellowish and translucent, and containing the actual light-producing mechanism. The luminous organs are penetrated, from the interior of the insect outward, by innumerable tubes, which ramify within the true luminous tissue, running diagonally outward and finally uniting with the breathing-tubes or windpipes, with which they are apparently identical. We read:

"The entire system suggests that the air is drawn in through the breathing tracheæ, and forced through the fine passages in the true photogenic tissue, where the oxygen of the air is consumed in a biologic oxidation. In the sections of *pyralis* there are clearly seen bundles of muscle fibers on either side of the center line of the insect, which pass completely through the abdomen, almost vertically, and are attached to the exterior chitin at the top and bottom. At about the same point, other muscle fibers pass inward from the point of maximum width at each side; these fibers have not been traced to their full extent, but they appear to pass upward and toward the center near the dorsal side of the insect. . . . . .

"It may be well here to call attention to certain differences between *photuris* and *photinus*, as shown by the cross-sections of the insects. . . . While the thickness of the reflecting layer is about the same in both species, the layer of true photogenic tissue is much thinner, both actually and in comparison with the reflecting layer, in *photuris* than in *photinus;* this difference is clearly seen [in the figure]. This difference may be somewhat significant when considered in connection with the slight differences in the quality of the emitted light, and in the modes of emission of the two species. . . . . .

"That the photogenic process is an oxidation is scarcely to be doubted, in view of the work which has been done already. . . .

"It seems possible that the reflecting layer fulfils a twofold purpose—that of reflecting the light outward, and thus increasing its intensity in the desired direction, and of protecting the insect itself from its own radiations. It has recently been shown by Coblentz that the *pyralis* and other Lampyridæ contain a fluorescent material, and a number of observers have shown that fluorescent materials injected into a living animal show a higher degree of toxicity when the animal subsequently is exposed to light than if it be left in the dark.

"To conclude: We have found that (*a*) the structure of the photogenic organs in [three species] . . . is practically the same, and very similar to the structures of the corresponding organs in some of the other species that have been studied; (*b*) the tracheæ from the photogenic organs connect near the breathing spiracle with the tracheæ which supply the other organs, and that they closely resemble the latter tracheæ in structure; (*c*) the view that the photogenic process is an oxidation is borne out by the structure of the photogenic organs."

SOME MOSQUITO TRAPS

SIMPLE practical devices for trapping and killing mosquitoes are described in Farmers' Bulletin 444 of the United States Department of Agriculture by Dr. L. O. Howard, Chief of the Bureau of Entomology. The bulletin bears the sub-title "Remedies and Preventives Against Mosquitoes." Dr. Howard's first "trap" is one that is well known in every mosquito country. The device, which he characterizes as "very convenient and effective," is thus described:

"It consists of a tin cup or tin-can cover nailed to the end of a long stick in such a way that a spoonful or so of kerosene can be placed in the cup, which may then, by means of the stick, be prest up to the ceiling so as to enclose one mosquito after another. When covered over in this way the captured mosquito will attempt to fly and be caught in the kerosene. By this method perhaps the majority of the mosquitoes in a given bedroom—certainly all of those resting on the ceiling—can be caught before one goes to bed."

The writer might have added that it is often unnecessary to press the cup to the ceiling; the fumes of the kerosene will generally stupefy the mosquito so that he will drop into the cup if it is merely held half an inch or so below him. If the kerosene were useful only to catch the mosquito mechanically as he flies down into it, water would do as well and linseed oil would be still better. The stupefying effect of a hydrocarbon is further illustrated by the more elaborate "trap" next described by Dr. Howard:

"Mr. H. Maxwell-Lefroy, of India, makes a trap consisting of a wooden box lined with dark-green baize and having a hinged door. The trap is 12 inches long, 12 inches broad, and 9 inches deep. A small hole, covered by a revolving piece of wood or metal, was prepared in the top of the box. Owing to the habit of mosquitoes to seek a cool, shady place in which to rest, such as a dark corner of the room or a book-shelf, or something of that sort, they will enter the trap, which is put in the part of the room most frequented by mosquitoes, all other dark places being rendered uninhabitable so far as possible. They are driven out of book-shelves with a duster or with

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tobacco smoke, and go into the desirable sleeping-place for the day. The door is then closed and fastened, and into the small hole at the top of the box a teaspoonful or less of benzine is introduced. This kills all of the mosquitoes inside, and the box is then thoroughly aired and replaced. In this way Mr. Lefroy is very successful in catching mosquitoes. At one time he averaged 83 a day."

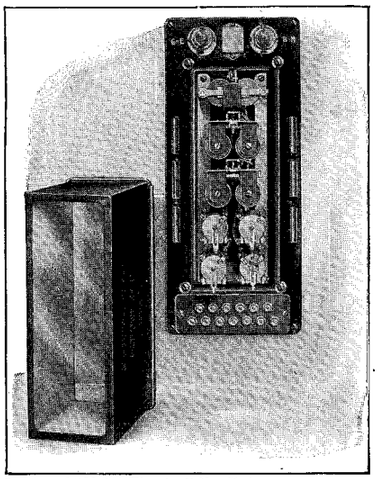
FIRE ALARMS BY AIR

VAST EXPENDITURES for the support of fire departments are not the real solution of the problem of "fire waste." Figures prove, says a writer in *Modern Electrics* (New York, May), that despite the universally increased fire departments the losses are gaining to an alarming extent. The only solution, he says, is the extinguishing of the fire in its incipient stage. And to accomplish this the departments must be notified within two minutes. Ninety per cent. of fires are not discovered until they have gained headway, so that human agency can not be relied upon to send quick alarms. There remains the extensive employment of an efficient automatic fire-alarm, and interest therefore attaches to a new system known as the "air-alarm," based upon new ideas and calculated, so it is claimed, to reduce fire losses to their minimum. We read:

"The means for detecting the presence of the fire is the expansion of the atmosphere itself—the instantaneous result from exposed flames. This is accomplished as follows: A small continuous alloy tube is distributed on or near the ceilings of the building to be protected. The diameter of this tubing (⅛ inch), and the fact that in most cases it is necessary to extend it only once around the ceiling or molding, renders it in no way objectionable, and in fact, in most cases, entirely invisible. Each end of this tube terminates in a small case (4 inches square) containing an air chamber, a diaphragm, an electrical contact, and a small vent for air leaks.

"Several thousand feet of this continuous tubing may be attached to a single pair of these cases, and in most instances this amount of tubing will prove sufficient to give complete protection to one floor of the building.

"The operation of the apparatus above described is as follows: Any change of temperature, whether atmospheric or from natural means, such as steam-pipes, stoves, etc., will cause the air in the room and consequently that in the tubing slowly to expand. The expanded air in the tubing is projected to the ends of same at which points it escapes through the vents in the air chambers.



Courtesy of "Modern Electrics," New York.

THE AUTOMATIC OPERATOR.

This little instrument, hung on the wall of the telephone "central," flashes the alarm to fire-headquarters and to the headquarters of the air-alarm system.

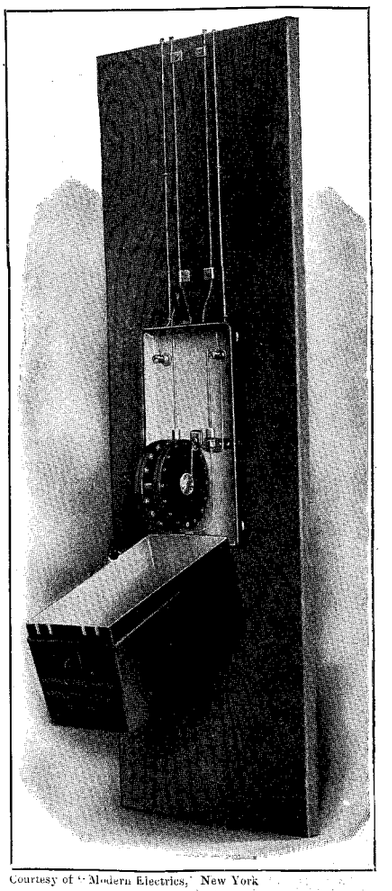
"These vents, or air leaks, are so adjusted as to allow for the escape of any air expansion in the tubing which will result from natural heat sources.

"In the event of a fire, however, the exposed flames cause a sudden rapid rise of temperature at the ceiling which is much more extreme than can be obtained in any other way. The resultant expansion of the air in the tubing is correspondingly great and when this expansion reaches the air chambers at the end of the tubing, the air vents have not sufficient capacity to relieve the sudden and greatly increased pressure. This pressure is therefore exerted against the walls of the air chamber. As the diaphragm forms one of these walls and the only flexible one, it is forced outward by this additional pressure, and in so doing closes the electrical contact whose circuit operates the apparatus which sends in the alarm to the fire department.

"From the above description it will be seen that the 'air-alarm' does not rely for its operation on the old 'fixt-temperature' principle, which requires the melting of fusible metal, or expansion of metallic springs. To operate these old-style devices it is necessary to have 150° to 200° F., and nothing but a large fire will give this extreme temperature.

"Another problem which has been solved by the 'air-alarm' is that of instant notification of any accidental damage occurring to the system. This is accomplished by running a small insulated wire through the tubing and connecting the circuit thus formed to its suitable relay. If the tubing is cut or crusht, the wire inside it becomes severed or grounded against the wall of the tubing, causing the relay to fail and sending a signal at once to the 'air-alarm' office notifying them that that particular section of the system has been damaged.

"Nevertheless, the whole equipment is practically 'accident proof' as any damage to its wires or tubing, while immediately sending a trouble signal, does not interfere with the subsequent transmission of fire signals. Damage to the transmission system automatically 'throws in' a second path for the fire signals, while a cut or crush of the tubing does not prevent the subsequent immediate detection of an incipient blaze, owing to the fact that there is a diaphragm on each end of the tubing. . . . . .



Courtesy of "Modern Electrics," New York

THE APPARATUS THAT DETECTS THE FIRE.

The air, expanded by the heat, starts it going and sends in the alarm.

"The most modern telephone practise has been taken as the model in designing the transmission system, and the 'spares' of the telephone companies constitute 'the lines.' An ingenious instrument known as 'the automatic operator' has been developed and one of these is placed in each of the telephone companies' 'centrals.' Short lines of telephone spares connect all the risks in each district to the nearest automatic operator and two trunk lines run from this instrument to fire headquarters and the 'air-alarm' office.

"An example of the working of this system would be as follows: A wastepaper-basket accidentally catches fire. The tubing immediately operates as above described, and the signal number of that building is sent over the wires to the 'automatic operator' of the telephone 'central.' This instrument instantaneously transmits the signal direct to both the fire department and the 'air-alarm' office, and within three minutes from the waste-basket's first blaze, the fire department is on its way to the building!

"In addition, numerous gongs in the building itself have given to its occupants notice of the start of a fire, and it has been found in the majority of cases that, owing to the blaze still being in its incipient stage, the application of a bucket of water, or an extinguisher, has put out the fire before the department arrives.

"As before stated, in the event of any damage to the system, the 'automatic operator' sends a notification to the 'air-alarm' office only. In this way all false alarms are eliminated and it will be seen that the system is absolutely automatic in every phase of its operation."

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LETTERS AND ART

THE WRITING OF "UNCLE TOM'S CABIN"

FROM THE cradle Harriet Beecher Stowe had been unconsciously preparing to write "Uncle Tom's Cabin." The book was the expression of her personality, so we are told by her son, Rev. Charles Edward Stowe, and "the real preparation for the writing of the book was the shaping of that personality." Heredity played a part in giving to her somewhat of the fires that lit "the fervid eloquence of Lyman Beecher, her father"; or mollifying those ardors by "the soft, dreamy, artistic nature of Roxana Foote, her mother."

From "McClure's Magazine."

AS THE BEECHER FAMILY LOOKED IN 1861.

Beginning with the reader's left, those standing are Thomas, William, Charles, and Henry Ward; those seated, Isabella, Catherine, Dr. Lyman Beecher, Mary, and Harriet (the author of "Uncle Tom's Cabin"). The centenary of Harriet's birth occurs this month, Litchfield, Conn., being her birthplace.

Environment provided her with "the ever-changing beauty of the Litchfield hills," where passed "the brooding hours of her sensitive, lonely childhood"; "the orchard, the mowing lot, the shining lakes, murmuring brooks, and silent woods; her seventeen years of married life on the border of a slave State, during which she concealed dusky fugitives in her own dwelling, heard their stories, and speeded them on to Canada." Thus was laid the background of the tale that perhaps has had more readers than any other written by an American. In *The Ladies' Home Journal* (June) Mr. Stowe further tells us that many of the incidents of the story were not wholly pure inventions of the writer:

"From infancy she had been reared in an atmosphere that made her the enemy of all slavery. A sensitive child of nine she had sobbed as her father prayed daily for 'poor, opprest, bleeding Africa, that the day of her deliverance might come.' From an aunt who had lived through weary years of anguish on a West Indian plantation there had come to her dark hints of unimaginable horrors. For a long time she had had as a family servant a former slave woman raised in Virginia, who had been sold South and worked on a Louisiana sugar-plantation. She had visited plantations in Kentucky where she saw the institution in the milder and patriarchal form in which it was afterward pictured in the opening chapters of 'Uncle Tom's Cabin.' She had had personal knowledge of a slave who, left free to go and come on business between Kentucky and Ohio, had still refused to break his pledge to his master, altho that master from year to year deferred the slave's long-promised freedom. Once on a steamboat she had been an eye-witness to the sale of a negro child taken from a fainting, moaning mother's arms.

"From her brother Charles, a clerk in a wholesale commission house in New Orleans, she had heard of Legree and of all the sayings and doings imputed to him in 'Uncle Tom's Cabin.' She had seen her husband, and her brother Henry Ward Beecher, drive away from her house one dark, stormy night with a slave woman and her child, whom they were taking to a place of safety; and once a woman, with a child in her arms, had come leaping from cake to cake of floating ice over the angry, swollen river from the Kentucky shore to that of Ohio—incidents which she afterward incorporated in the story of *Eliza*."

Of all this painful experience the passing of the Fugitive Slave Law seemed to her to be the climax. She removed her home to Brunswick, Me., but letters from her sister-in-law kept her informed of the suffering caused among the blacks by the workings of this law, and aroused the desire to write something that "would make this whole nation feel what an accursed thing slavery is." The first part of "Uncle Tom's Cabin" ever committed to writing was the chapter describing the death of *Uncle Tom*:

"That came about in this way. She was seated in her pew in the college church at Brunswick during a communion service. Suddenly, like the unrolling of a great picture scroll, scene after scene of the death of *Uncle Tom* passed before her mind. The words of Christ were sounding in her ears: 'Inasmuch as ye have done it unto one of the least of these my brethren, ye have done it unto me!' It seemed to her that Christ himself was speaking to her through the poor black man who hung there bleeding under the blows of the slave-whip. She could scarcely restrain herself from weeping aloud—so affected was she. That Sunday afternoon she went to her room after dinner, and, locking the door, wrote out the chapter describing the death of *Uncle Tom* substantially as it appears in the published editions. Lacking sufficient writing-paper she wrote most of the chapter with a lead-pencil on coarse brown paper in which groceries had been wrapt. It seemed to her that what she wrote poured itself through her mind like a flood and ran down her arm and off the end of her pencil.

"Her husband was not at home, but, gathering her children about her that evening, she read to them what she had written. One of her little boys sobbed out: 'Oh, Mama, slavery is the most cruel thing in the world!' He lived to be one of the first to shoulder a musket at Lincoln's call, and was seriously wounded at Gettysburg.

"It does not appear that Mrs. Stowe immediately realized what she had done. In the pressure of domestic cares the rough sheets on which she had written the first words of her famous story were laid aside and forgotten. She did not even show them to her husband on his return. He discovered them by chance, and one day she found him in tears over the brown wrapping-paper. He had seated himself at her writing-table and was reading about *Uncle Tom* with wonder and admiration. It was largely by his advice that she concluded to make what she had written the climax of a serial story."

The book appeared serially in *The National Era*, an anti-slavery paper published by Gamaliel Bailey at Washington from June 5, 1851, to April 1, 1852. In March of the latter year it appeared in book form, and within a year more than 300,000 copies were sold in this country. It has been translated into even such unlikely languages as Siamese and Servian. Mr. Stowe points out that not even the masterpieces of Dickens

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and Scott have, like Mrs. Stowe's book, been translated into Welsh.

Persons of the most limited acquaintance with the theater have probably seen some dramatic presentation of the story, so they will welcome these interesting facts:

"Within a few months after its appearance in book form the story was dramatized, first in New York City in August, 1852, next in Troy, N. Y., in September, and then in Boston, in November of the same year. These dramatizations were made without the knowledge or consent of Mrs. Stowe, who had neglected to reserve the dramatic rights. The one written by George L. Aiken and produced at Troy is the play usually presented. It was immensely popular and drew full houses from the first, running for one hundred nights, altho Troy then had only about 30,000 inhabitants. The Boston version was played nearly 250 times at the Boston Museum in 1852 and 1853, and the Troy version was given 325 performances in the National Theater in New York before immense crowds and with ever-increasing enthusiasm.

"In the month of September, 1852, the play was advertised as the great attraction in two London theaters, the Royal Victoria and the Great National Standard. The crowds it drew and the enthusiasm it excited were unprecedented.

"There are a number of dramatizations in various languages, notably in French and German. Even now after the lapse of nearly sixty years it is still being played, and there are several 'Uncle Tom's Cabin' theatrical companies 'on the road' to-day in this country and in England. During the last thirty years of the nineteenth century often as many as twenty companies were acting the play. It has had not less than 225,000 performances, and probably as many as 150,000 in America alone. No other play in English has been acted as often."

THE AUTHOR OF "PINAFORE"

"H. M. S. PINAFORE" set out to "sail the ocean blue" on the New York Casino stage on Monday, May 29; and that very day its author met a tragic death, at the age of 74, at his English country place, losing his life, it is said, while attempting to save a woman from drowning in a swimming pool. This coincidence has occurred for the second time during the past theatrical season, the other being the death of Walter Browne on the day his "Everywoman" was produced. Sir W. S. Gilbert had greater fortune than his younger fellow dramatist, for he had many times watched his "Pinafore" and other craft put out on a tide of great theatrical success. He "had lived his life to the full," says the New York *Times* editorially, "employed all his talents faithfully, and had enjoyed, in the evening of his life, the admiration and esteem of his fellow men which frequently is accorded to workers in the field of literature and art only after they have passed into the beyond." This writer goes on:

"Fame and fortune were the lot of Gilbert, and it may truthfully be said that he never lowered his self-respect to get them. The author of 'Pygmalion and Galatea,' 'The Palace of Truth,' 'Broken Hearts,' and 'The Wicked World' was not, it is true, a great dramatic poet, relatively speaking, but a German or a French dramatist who had produced four plays so original in fancy, potent in charm, and rich alike in humor and dramatic force would not have escaped a laurel crown and an address of honor. His best remembered prose plays, too, like 'Dan'l Druce,' 'Engaged,' and 'Comedy and Tragedy' were the products of a fertile and well-ordered mind. As for those seemingly imperishable operettas, for which Arthur Sullivan composed the tunes, they are inimitable. There is nothing else like them in English drama, and 'Pinafore,' 'Patience,' and 'The Mikado' certainly deserve to be kept in the theatrical repertory permanently. Sir William did much else, including the 'Bab Ballads,' of delightful memory. He had lived seventy-five years, and had been a Government clerk, a barrister, and a journalist, as well as a dramatist. He was a man of striking and vigorous personality, famed as a raconteur, esteemed as a friend by many persons of distinction."

The "Bab Ballads" were his first literary successes, contributed to a periodical called *Fun* in 1861. In a collected edition he tells us in a preface that *Punch* had declined some of these as "too broad" for its pages. His writings for the stage were first in the form of burlesques of popular grand operas. When the "Palace of Truth" was produced people began to speak of "Gilbertian" humor, and this term was often used to describe the spirit that informed his later works. "Pinafore," first produced in London, May 25, 1878, achieved the greatest success of all the Gilbert and Sullivan operas. The New York *Tribune* recalls the time when America went "'Pinafore' mad." Thus:

SIR WILLIAM S. GILBERT.

The phrases which Gilbert has contributed to the English language, says the Springfield *Republican*, "have been equaled in number by no author since Shakespeare, with the possible exception of Pope."

"But it was 'Pinafore' that gave both librettist and composer their greatest fame. 'H. M. S. Pinafore; or, The Lass That Loved a Sailor,' to give the piece its full name, had its first production on any stage at the Opera Comique, London, on May 25, 1878, under the management of D'Oyly Carte. George Grossmith played *Sir Joseph*, made up like Lord Nelson. It made a tremendous hit at the very first presentation, and as there was then no international copyright law and consequently no royalty to be paid for American presentations of the piece, managers in this country seized on it without delay and without so much as saying 'Thank you' to the authors. Tho 'Pinafore' was, of course, in its satirical aspects directed against contemporaneous follies in the conduct of the British Navy, the fun of the thing proved to be of universal rather than local application and the music made an instant appeal wherever it was played or sung.

"The very first American production of 'Pinafore' was given by Manager Field at the Boston Museum on November 25, 1878. It was presented in San Francisco on December 23 by the Alice Oates Company at the Bush Street Theater; in Baltimore during Christmas week, with Blanche Chapman as *Josephine*, and in Philadelphia by the Ford Company on the first Monday in January, 1879.

"Of the many New York productions the first was at the Standard Theater on Wednesday, January 15, 1879, under the management of James C. Duff. The cast was: *Right Hon. Sir Joseph Porter, K.C.B.*, Thomas Whiffen; *Captain Corcoran*, Eugene Clark; *Ralph Rackstraw*, Henri Laurent; *Dick Deadeye*, William Davidge; *Bill Bobstay*, Charles Makin; *Bob Becket*, H. J. Burt; *Tom Tucker*, Master Henry; *Tom Bowlin*, J. Wilmot; *Josephine*, Eva Mills; *Little Buttercup*, Blanche Galton; *Hebe*, Verona Jarbeau. This was the most important of the first crop of American productions and ran without interruption until June 14. Considerable changes in the productions were made on the occasion of the one hundred and fiftieth performance, on May 2.

"The New York opening created an enthusiasm similar to that in London. Eight days later, January 23, E. E. Rice temporarily laid aside 'Evangeline' at the Lyceum and presented a burlesque version. On February 10 three more 'Pinafore' productions were launched. Others quickly followed, till New York, '"Pinafore" mad,' had five productions running at one

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time, not including the Rice version, which had been moved to Brooklyn, and all within a month from the date of the first production.

"On March 10, 1879, the Gorman Church Choir Company from Philadelphia began an engagement in 'Pinafore' at the Broadway Theater, this event causing much comment, as indicative of the manner in which the Gilbert and Sullivan composition had united church and stage. On that same date Harvey's Opera Company came to the Lyceum, where 'Pinafore' had become a habit, so to speak, offering a double bill of 'The Sorcerer' and the omnipresent 'Pinafore.'

"One of the brilliant satires in 'Pinafore'—one that probably has been parodied more than any other song in comic opera—was the song of *Sir Joseph Porter, K.C.B.*, First Lord of the Admiralty:

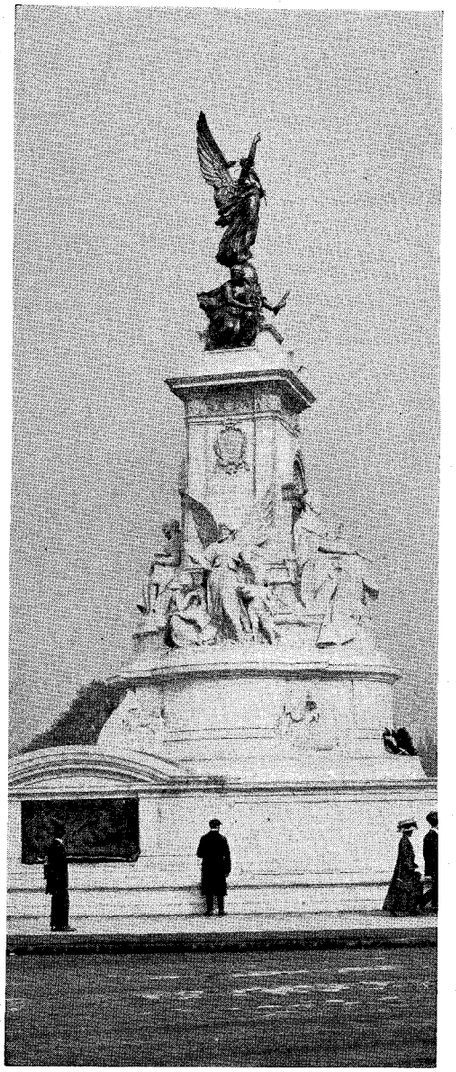
When I was a lad, I served a term
As office boy to an attorney's firm;
I cleaned the windows and I swept the floor,
And I polished up the handle of the big front door.
I polished up that handle so carefullee
That now I am the Ruler of the Queen's Navee.

As office boy I made such a mark
That they gave me the post of a junior clerk;
I served the writs with a smile so bland,
And I copied all the letters in a big round hand;
I copied all the letters in a hand so free
That now I am the Ruler of the Queen's Navee.

I grew so rich that I was sent
By a pocket borough into Parliament;
I always voted at my party's call,
And I never thought of thinking for myself at all.
I thought so little, they rewarded me,
By making me the Ruler of the Queen's Navee.

Now, landsmen all, whoever you may be,
If you want to rise to the top of the tree,
If your soul isn't fettered to an office stool,
Be careful to be guided by this golden rule:
Stick close to your desks and never go to sea,
And you all may be the Rulers of the Queen's Navee.

"'Pinafore' became almost a national habit, and at one time ninety companies throughout the United States were singing it. Burlesques were many, and parodies on the famous songs were innumerable."



THE VICTORIA MEMORIAL

Which disappoints artistic London because it in no wise expresses the nation's feeling for the late queen.

HITS OF THE AMERICAN DRAMATIST—That the "proletariat" are mainly having it all their own way in the field of the theater seems to be confirmed by the successes and failures of the last dramatic season. The foreign drama, English as well as Continental, received but poor patronage in our theaters, points out a writer in the New York *Sun*, chiefly because the writers for the foreign stage "have only the taste of the stalls in mind" and pay no heed to what the occupants of the rest of the house may wish to see or hear. This view is also held by Mr. Mark Klaw, of the theatrical syndicate, who asserts that the public which fills the upper parts of the house "is not in the least interested in the social or psychological problems" that are posed for the people in the orchestra. But the American dramatist has succeeded in interesting both classes, and the closing season has seen him almost alone in holding the interest of the theatergoing public. Further:

"His foreign rivals have succumbed to the rise in the temperature and only the native goods have the strength to survive in an age of automobiles and summer shows. Yet his present popularity is only the beginning. The taste of American playgoers for native subjects grows every day stronger. They want to see their own life. They are amused by what they have themselves experienced. They sympathize with what they have suffered. Just as this demand in the theater becomes every year more exigent, so will the dramatists arise to satisfy it. The future of the American playwright is rosy. . . . . .

"It is certain that the orchestra stalls of the Gaiety Theater are just as crowded to witness 'Excuse Me' as the gallery. The experiences of that epic of sleeping-car life are just as familiar to one class of the public as another. Its humor strikes one class of spectators just as infallibly as it does the other. Perhaps it will take on a new measure of summer-time popularity from the presence of strangers in the city. They are fresh from the sleeping-car when they get here. Its humor has taken on a new eloquence to them."

A DISAPPOINTING MEMORIAL TO VICTORIA

IT IS NOT so very long ago that the best and gentlest of present-day English humorists, Max Beerbohm, was declaring that had he the power, he "would make very short work of any Victorian statues I saw standing about." He went so far as to say that "Albert the Good would not escape me"—meaning of course that memorial which guards the entrance of the old city of Kensington. The efforts that Max made to laugh the Victorian statues out of London have had no avail, and now what some of the art-loving Englishmen seem to regard as the greatest monstrosity of all has been erected at the gates of Buckingham Palace in honor of Victoria herself.

Max, from all accounts, is safely tucked away in Italy; but Mr. Roger Fry dares to break in upon the dedicatory jubilations, graced by the Emperor and Empress of Germany as well as the King and Queen of England, to lament this one more object for shudders. Shudders may not be exactly the word, for, "we have, of course," says Mr. Fry in *The Nation* (London), "in sheer self-defense become so profoundly cynical about our public art that we are inclined to pass each new monstrosity with a deprecating shrug of the shoulders, and a rapid change in the subject of conversation." But Mr. Fry thinks that the feeling for public art is not sunk too low in banality not to take at least some offense when no effort is made to express the nation's "genuine common emotions," or to show resentment when an "affront is put upon our national feelings by such misrepresentations of their character." He goes on:

"Surely the feeling for Victoria had something more in it than the turgid and flamboyant rhetoric, the worn-out symbolism and labored allegory, which Sir T. Brock [sculptor of the Victoria Memorial] expounded with inimitable *naïveté* in a manifesto in *The Times*. And even supposing that social inertia compels us, instead of endeavoring to find out and express our genuine sentiments, to have recourse to all the dreary personifications and empty abstractions of virtues and vices which dare no longer show themselves in the more vital art of literature—even supposing that all this is forced upon us by the tyranny of convention, at least it might be rendered with something of the bravura and gusto that almost any Italian sculptor's assistant knows how to put into these stock figures. But Sir T.

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Brock has gone through it all without a trace of virtuosity—laboriously, timidly, meticulously; and the vast pile rears itself without any intelligible or coherent plastic idea, without any breadth or coordination of planes. In fact, it lacks the fundamental qualities of sculpture; it is essentially picturesque and unplastic.

"Had Sir T. Brock accepted the suggestion of the committee that he should travel for a year, he need have gone no farther than the Louvre to find material for inspiration. There stands among the pre-Babylonian treasures the statue of a queen who died some four or five thousand years ago. This robust mass of solid bronze—for the Queen wished her memorial to be irremovable—expresses just the characteristics we might demand in a monument to Victoria. The head is missing, but the firmly poised torso, the arms folded in serene confidence of moral integrity, the sublime aplomb of the figure enclosed in its voluminous Victorian dress, give to this relic of past greatness just the qualities demanded by the theme."

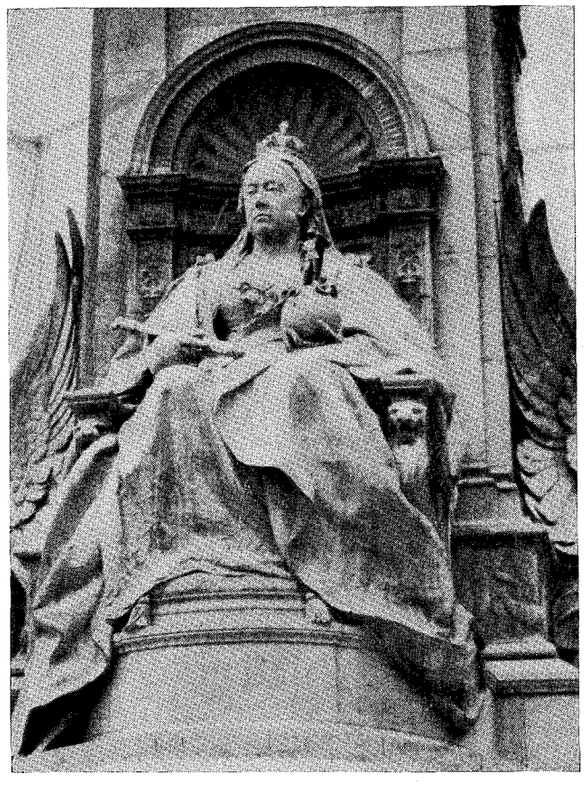
"LITERARY BRUISERS"

MR. ANDREW LANG seems to be spoiling for a fight—a literary fight of course. But he wants it to be a real fight such as entertained mid and later Victorian days. When critics and authors fight nowadays it seems to him but a "poor, feeble affair with gloves." "Nobody is interested" in these. So for lack of anything to fight over to-day or any chance to stand in the ring cheering for bloody noses, Mr. Lang, in the London *Morning Post*, recalls some of the encounters of the past. Some of these are only suggested and may not easily be remembered. The bout between Cardinal Newman and Charles Kingsley was effective in its day in producing Newman's great "Apologia"—a work that "went home with paralyzing effect." "This at least was the opinion of the best judges, tho for one," Mr. Lang admits, "I never could answer Mr. Kingsley's question, 'What, then, does Dr. Newman mean?'" Huxley and Gladstone fought over Biblical criticism so as to lead a French periodical to describe the affair as "a contest of two amateurs, Sir Gladstone and Professor Huxley." All the above contestants fought with "courteous arms," but when Charles Reade fought his duel with *The Athenæum*, he fully earned Mr. Lang's epithet of the "last of the bruisers":

"The occasion arose thus: Reade wrote a story, 'The Wandering Heir,' which constituted the Christmas number of *The Graphic* in 1874, 'cost you a shilling.' Two hundred thousand copies were sold at home, in the States, and the colonies, and in pirated editions 300,000 more were vended. Excluding piracies some 490,000 shillings' worth were sold. I can not do the arithmetical sum, but 'there was money' in this by no means good novel. Reade combined the story of the great mysterious heir (or Arthur Orton) of the Anglesea title and estates, using the records of the trial (1743), with a 'love interest' about the claimant's first wife, whom Reade took to our American plantations in male costume. This invented part was improbable, but popular. He ended with a summary of the end of the trial, closing with the claimant's temporary triumph in 1743.

"Reade had not read, or chose not to use, Smollett's account of the whole affair in 'Peregrine Pickle.' The real hero of the struggle was the claimant's Scottish backer, Smollett's friend, Mr. Mackercher (a form of Farquharson). Reade converted this hero, who had fought at Sheriffmuir (1715), and Glenshiel (1719), into an obscure Irish attorney, a man that said 'Och, alanna,' and Reade averred that the Earl of Anglesea was the brother of the Lord Altham of the day.

"These amazing errors were not detected. But as soon as the story appeared a letter was published in *The Athenæum*, signed 'C. F.,' and another in *The Press* and *St. James's Chronicle*, signed 'Cœcilius.' Both critics accused Reade as a plagiarist from some rimes, 'A Modern Lady's Journal,' by Dean Swift. In fact, Reade, looking about him for 'local color,' had borrowed a scene and even some fifty lines from Swift. He might as well have said this in a note; his book owed nothing more to Swift, tho his narrative (except the Billy Taylor heroine and love interest) was, like any historical novel, founded on facts, given in printed books—and on neglect of other contemporary statements. If Reade, a Bruiser of the old school, had been a man of to-day he would either have been silent or, in a few lines directed to the editor of *The Athenæum*, he would have pointed out that he merely took his local color from the only accessible source. He might add that the chapter on second-rate or fifth-rate Dublin society in 1724 was not a fair sample of the whole book. But Reade addrest a very long



PORTRAIT STATUE OF QUEEN VICTORIA

Which forms the central figure on the new memorial standing before Buckingham Palace, designed by Sir Thomas Brock.

letter to Sir Charles Dilke, then a young man and proprietor of *The Athenæum*. Sir Charles replied that he was amused and had forwarded the letter to the editor. Reade answered: 'Young gentlemen should endeavor not to be amused when their lacqueys have thrown dirt on their superiors.' That was a heavy body blow, but Reade, in 1875, granted that the question as between him and Sir Charles was 'very debatable.' Indeed, a lacquey and the editor of a paper do not occupy analogous positions. The editor suppresst but commented on Reade's letter, not a satisfactory course.

"Reade then published his letter in *Once a Week*. He complained that the letter-writer in *The Athenæum* 'proceeds to indelicacy and from that to libel'; he had said that Reade was paid a penny a word, 'an indelicate conjecture, a lie, a libel.' He enclosed the letter in *The Press*, and said that both letters were by one hand. He proved at great length that all writers from Shakespeare to Molière, Scott, and Defoe use preexisting materials; so does Homer, so does Vergil. Reade himself had 'taken the scholar's way,' that of research. 'My only crime is this: I have written too well.' His critic was a pseudonymuncule. C. F. replied: C. F. was 'a quiet woman living in a country village, which I scarcely ever leave. I have never written for the press; I have never received money for anything written. . . . Mr. Reade calls me a "trickster," "a scurrilous skunk," a "pseudonymuncule."' Mr. Reade might be given C. F.'s name and address. 'I may modestly say to Mr. Reade, in the words of the title of one of his novels, "It is Never too Late to Mend."' In that round Miss C. F. certainly seemed to score several points. Reade replied that if C. F. had been a man that man would be a shuffling snob and incurable liar. The editor of *The Athenæum* said that his C. F. was not the same person as Cœcilius, the writer in *The Press*. Reade answers: 'Cœcilius was Mr. Mortimer Collins. C. F. was Mrs. Mortimer Collins.' Mr. Collins 'is my rival in business and in nothing else. He is prolific, but not popular. . . . It is an example of Trade Malice.' Envy and jealousy were the cause of the attacks."

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THE DALAI LAMA INTERVIEWED AT LAST

THE MYSTERY that formerly hedged a king is nothing to that which has surrounded the personality of the Dalai Lama—ruler and divinity in one. This ruler of Tibet is one of three living human beings who are seriously and sincerely regarded as deities by any considerable number of persons—the other two being the Emperor of Japan, and Abbas Effendi, the "Messiah" of the Behaists. The Dalai Lama, says Mr. William T. Ellis, "is, with the least qualification or explanation, regarded as divine by the greatest number of persons." And tho now an exile from his capital city of Lassa he is still virtually ruler, since the British and Chinese have been unable to impose any successor upon his people. Mr. Ellis, who has traveled extensively in the East for the purpose of giving the world facts from the layman's point of view in support of missionary propaganda, is, in his own belief, the first journalist who has ever interviewed this mysterious ruler. In *The Continent* (Chicago) Mr. Ellis gives this picture of the Lama's personal appearance:

Courtesy of "The Continent," Chicago.

THE DALAI LAMA OF TIBET AND HIS RETINUE.

This man, tho an exile, is still virtual ruler of Tibet because the millions of that people believe him divine.

"The Lama seems even younger than his thirty-seven years. He wears his hair close cropped. His complexion is a light yellow, and his features are not pronouncedly Mongolian. His face is thoroughly pock-marked, but not deeply. The ears, which are large and noticeably pointed at the top—quite as cartoonists are fond of representing another personage who is never called 'his holiness'—are his most noticeable feature, altho his teeth are large and white and show fully when he smiles, as he does frequently and rather winsomely. His small black mustache is waxed horizontally, and his under lip bears a few hairs. Some of the men of his retinue have enough hair on the chin to plait into tiny pigtails.

"The shape of the Dalai Lama's head argues against intellectuality; in a lesser personage it would be called bullet-shaped. His face gives the impression of craft, rather than of mental alertness, altho this is redeemed by real geniality. Those who know say that he is very considerate of his followers, and loved as well as reverenced by them. The current tales as to his never washing his face are patently false; I have means of knowing that his personal habits are quite unorientally clean. He sleeps every night between spotless satin sheets; and he eats from a golden bowl and drinks from a golden cup.

"When the Chinese Government tried to depose the present Dalai Lama, it accused him, in terms that made the reader gasp, of all kinds of gross immorality, practised during his long wanderings about the Chinese Empire, succeeding the invasion of Lassa, his never-before-violated capital, by British troops. But his face is not that of a dissolute man, and from two persons in Darjeeling, excellently situated to know, I have learned that his private character is above reproach. The charges were but a bit of Chinese politics; and they seem to have failed, for the Tibetans would not hear to another Lama, and only the peaceful orders of this man kept them from waging war to the death upon the Chinese troops."

What the Lama told Mr. Ellis seems to point to an extraordinary change in the former instincts for seclusion displayed by this people and its head:

"After the usual polite preliminaries concerning health and the pleasure of the meeting, his holiness touched upon my nationality. His eyes lighted up, and his teeth showed in a hearty smile, as he spoke in a strangely soft, low voice, which seemed to proceed from the depths of his throat, of his interest in America. This was no perfunctory remark; in his travels he has learned many things, and he dwelt especially upon the interest of Americans in religious subjects. His own interest in life, he assured me, is wholly religious. He has heard that Buddhism is spreading in America—as, of course, it is, through Asiatic immigration. He dwelt on his friendship for W. W. Rockhill, former United States Minister to China, and exprest the hope that America would use her good offices to facilitate the ending of his exile. Negotiations are now in progress, and he hopes to return ere long to Lassa.

"His holiness volunteered the remarkable statement that it had been his plan, on his return to Tibet after his long wanderings consequent upon the invasion of the sacred city by the Younghusband expedition, to follow the Chinese example, and send his young men to America for a Western education. He also designed that Tibet, and even Lassa itself, should depart from its immemorial policy of seclusion, and open its doors to foreign trade and travel. That plan had been prevented of fulfilment by Chinese efforts to dethrone him and by his present exile, but when he returns he purposes to put this policy of modern enlightenment into operation.

"Such a statement, from such a source, is perhaps the best possible illustration of the universality of the tides of change and unrest that are sweeping over the earth. If the Dalai Lama, the personification of mysterious, romantic aloofness and seclusion, is desirous of flinging wide open the doors of the last and most conservative of the hermit nations, then indeed is the world awake in its remotest pulsation."

The Lama is ultra modern in one of his beliefs—that of the future universality of one religion. That religion, as might be expected, will of course be Buddhism. He looks forward to a purification of this faith, tho he expects that four centuries will be necessary to effect the change. Mr. Ellis concludes with some reasons for the hold this exile still has over the millions of his people. In the first place, he succeeded in surviving infancy, contrary to the custom of his predecessors—

"He broke the precedent concerning the early mortality of the earthly incarnations of Buddha. So when the Chinese tried to have another drawing of infant names from the golden urn,

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the people and the monks—Tibet is a monk-ridden land—objected, and no successor to the absent Lama has been chosen. Moreover, this Lama is regarded as of especially supernatural origin. When but a little babe he picked out the uncle of the previous Lama as 'my uncle,' thus showing his consciousness of his previous incarnation.

"He is said to be a paragon of religious wisdom. In debates with the learned monks upon abstruse matters of the law, he has always been able to confound them, and the discussions end with their falling down and worshiping him. Still further—of course I am quoting current Tibetan report and belief—he has attained to the highest degree of spirituality. There are ten stages of religious progress in this life. Even the learned and pious rarely get beyond the fifth. But this Dalai Lama has reached the tenth.

"Is it any wonder that all these considerations, plus the natural human interest created by his wanderings, should evoke for him a loyalty and a devotion and reverence such as was given to none of his predecessors?

"Aside from a merely curious and intellectual interest, Christendom is concerned in this young man chiefly because he may have the deciding voice as to peace or war in this remote yet strategic corner of the earth, where the war clouds seem to be gathering even as the clouds gradually envelop the crowns of the mighty Himalayas. Other minor matters we discust, ere I bade farewell to this eager young man, so zestful of life, yet doomed to the awful isolation of the most venerated throne that ever mortal sat upon. I did not dare show the pity I felt for him, as, a ceremonial shawl of greeting having been thrown over my shoulders as a gift, I bowed myself out backward."

JULIUS ROSENWALD,

A Chicago Hebrew who is helping erect Y. M. C. A. buildings for the colored race of America.

PHILANTHROPY THAT FORGETS RACE AND RELIGION—Washington has followed Chicago in accepting the offer of Julius Rosenwald, of the latter city, to contribute $25,000 toward the building of a $100,000 building for a Colored Young Men's Christian Association. *The World To-Day* (Chicago) describes Mr. Rosenwald as at the head of one of the greatest business organizations in the world. "He is president of the Associated Jewish Charities of Chicago, and is said to devote more than half of every working-day to philanthropic enterprises." Some time ago the company of which he is president gave $100,000 toward meeting the expense of erecting a branch Y. M. C. A. near its establishment in Chicago, and since that time he has personally offered $25,000 toward the construction of Y. M. C. A. buildings for colored men in any city which will raise $75,000 by popular subscription. The negroes of Chicago, it is asserted, met the challenge within ten days. The New York *Evening Post*, which is moved to comment by the recent action in Washington in accepting Mr. Rosenwald's offer, recently observes:

"As we stated at the time the offer was made, the possibilities for good in this movement are very great. The athletic, educational, and social features of a flourishing Young Men's Christian Association, housed in a spacious, attractive, and dignified building, supply an element that is perhaps more acutely needed than any other for the development of *morale* among the colored youth of our cities, at a time that is in many ways the most critical in their lives. There are, perhaps, not many cities in which a building so large and expensive as that contemplated by Mr. Rosenwald can be provided, or is needed; but there are certainly a number of such, and in each of them it is to be hoped that the example of the capital will be speedily followed. And when the limitations of this particular type become evident, we have little doubt that Mr. Rosenwald will gladly make a corresponding offer on a smaller scale, for cities whose colored population falls below some specified limit."

FERRER AS A MASONIC HERO

THE ELEVATION of Francisco Ferrer into an international hero and martyr can find no reason in the character or achievements of the man himself, we are assured in the London *Tablet* by a Catholic member of the British Parliament, Mr. Hillaire Belloc. The events that led to his execution were the commonplace story of an insurrection such as the world has been over and over again familiar with and the punishments meted out to the leaders "extraordinarily mild." Mr. Belloc thinks it safe to say that "in comparison with the peril seen, and the enormous material damage done, the stroke struck by the Spanish Government seems almost comically small when we compare it with what has happened in our time in Ireland, in Paris, in Milan, in Russia, in Algiers, in Constantinople, and (in the case of Denshawi) in Egypt." Of the half a dozen men who suffered, Ferrer was one. A great stir was made about him—"but the agitation left wholly unexplained not only the *prima facie* case against the man, but the whole nature of his indictment." Why, asks Mr. Belloc, "was this obscure and insignificant criminal paraded before the world at so vast a cost and in so startling a fashion?" He goes on:

"The Masonic clique which has captured the corrupt and discredited caucus of the modern French Government (and which only the other day forbade a workmen's demonstration in Paris) permitted an exceedingly expensive and highly organized manifestation to follow the news of Ferrer's execution. It degenerated into a riot.

"There was some little fuss in London. There was a noise (of course) arranged by Nathan in Rome. There was an attempt to burn the Cathedral at Pisa. Why was all this?

"Nothing of the sort has ever taken place after the execution of an Irish or a Polish rebel, or after the hanging of some Turkish soldier who rose against the Masonic organization of the Young Turks.

"This theatrical and utterly insincere *mise-en-scène* failed, and all honest men must congratulate themselves upon its failure. But why had it appeared at all?"

Mr. Belloc's assertion is that Ferrer was a member of the "Grand Orient, and the Grand Orient is the central organization of attack upon the Catholic Church in Europe." He writes:

"This is not a matter of opinion, however well founded. The Grand Orient in the Rue Cadet (of which the readers of English papers are not allowed to hear the name) is, and has been since the affair of the 'Fiches,' a capital point of all French political talk and writing. It is a principal subject in the Continental press. Its activities are the theme of Paris. To this center are affiliated all the Lodges which work throughout Europe against the Catholic name. To it were sent those innumerable reports upon the religion and daily habits of men in the public service which, by a happy accident of courage, are now public documents. The body of which the Grand Orient is the organizing head has annually met and laid down programs of attack upon the Catholic Church, which are exactly and faithfully reproduced in every piece of anti-Catholic legislation which follows and oppresses the Catholic nations of Europe. . . . . .

"Ferrer was an important and a leading personage in the Grand Orient. He was the emissary and the agent of the Grand Orient. He had behind him the funds and the vast international organization of the Grand Orient—that is the major leading and explanatory fact, knowing which we understand the Ferrer legend and its cause of being; not knowing which the whole agitation can only bewilder us."

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RETURNING IMMIGRANTS AS MISSIONARIES

WHILE we are paying immense sums to educate and send out missionaries to foreign lands, there is continually flowing out from our ports a stream of returning immigrants who might be gospel messengers if we had seen our opportunity and fed them with the bread of life. Dr. Josiah Strong notes in the June *Homiletic Review* that last year more than 200,000 of our immigrants returned home, or more than one-fifth of the total number of aliens admitted. What a missionary force this might be, he exclaims. Here are the figures of the outgoing tide:

"In the fiscal year ending June 30, 1910, there departed from the United States, 202,436 emigrant aliens returning to their home lands. This was over one-fifth of the numbered immigrant aliens admitted. The equivalent, therefore, of one in five of the immigrants to this country in that year, after a longer or shorter stay with us, returned to the land of his nativity. Some of these undoubtedly have come back or will come back to the United States, but almost the whole number, 202,436—for few of them were minors—might have returned to their homes as missionaries of the United States. 41,772 were Southern Italians; 16,884 were Poles; 10,533 were Magyars; 9,259 were Slovaks; 8,814 were Greeks; 7,133 were Croatians and Slavonians; 5,689 were Hebrews; 5,682 were Russians; 4,377 were Japanese; 2,383 were Chinese; 2,656 were of the Turkish Empire; 926 were negroes; 20,644 were not specified."

The returning population ought to be made a missionary force, thinks Dr. Strong, "not only numerically, but in quality." Such spontaneous missionaries would be more effective than the strangers we now send:

"Painfully, laboriously, slowly, we send out Americans as foreign missionaries. These missionaries have to spend long months and years in learning the languages, ways, habits of mind, and religions of the people among whom they work. Rarely, if ever, do they become one with the people to whom they go. Returning alien immigrants have no such obstacles. They are already one with and a part of the peoples to whom they return. They go right to their homes and live among them, in every part and portion of their respective countries.

"Can one imagine a mightier missionary force, provided that all of these 200,000 returning aliens a year were missionaries? But what message did many of them carry to their home lands? Not a few, undoubtedly, returned dissatisfied with the United States, and therefore, probably, with the religion of the United States. Most immigrants who are satisfied with the United States stay here. It is mainly those who are dissatisfied who return. Even of those who are not dissatisfied, and who leave this country because they have prospered and are able to return to live in their own country in relative wealth—even of this number, we say, a very large number must go back with conceptions of this country not very favorable to the country. Such people usually conceive of the United States mainly as a country where money can be made. Such people have usually lived in this country intent principally upon making or saving money. They have spent in this country, usually, years of privation, and, above all, of very intense work. They have seen the country mainly upon its materialistic, money-making side. They are often satisfied with the United States only from this aspect. 'America is good to make money in,' they frequently say; 'Europe is better to spend it in.' Thus many, even of those who have prospered, go back to their home country because they prefer theirs to ours."

It is our duty to change this, and send the alien home with tidings of America's good qualities rather than her bad ones. Says Dr. Strong:

"Many and many an American missionary in foreign lands finds his work made immeasurably more difficult because of evil reports as to the morals, business and industrial methods in the United States, made by these immigrant aliens returning to their homes. Probably to-day, for evil or for good, the mightiest force issuing from the United States, in many foreign countries, is the character given to it by the immigrant aliens who return to their country after a residence brief, or more or less prolonged, in the United States."

THE BEST HUNDRED CATHOLIC BOOKS

TO MAKE a list of Catholic books the first qualification is that they have been written by Catholics. Of all the lists of "best hundred books" probably this one, found in *The Rosary Magazine*, constructed on the above principle, is the first one compiled from the strictly Catholic point of view. The list being for the layman, of course theology is barred, as are also law and medicine. The Bible is claimed as "the first Catholic book"; then if hierarchal order is sought, some difficulty presents itself in deciding between the claims of the "Imitation of Christ" and St. Thomas Aquinas' "Against the Gentiles." Then "for magnitude and erudition," we are pointed to the "Catholic Encyclopedia." The writer calls it "marvelous, but a little disappointing. You do not seem to get a square meal off an article in it." To let the writer continue:

"In the matter of philosophy we come upon delicate ground, for, while we have philosophical works enough in English, the vast majority of them, unfortunately, deal with false and misleading systems and can not be touched, save as curiosities of mental aberration, by Catholics, for whom and by whom they were not written. But on the philosophical shelf one turns to the Stonyhurst Manuals, valuable contributions all of Catholicity to popular philosophical science.

"This list includes Maher's 'Psychology,' Rickaby's 'First Principles' and 'Moral Philosophy,' Devas' 'Political Economy,' Clarke's 'Logic,' Boedder's 'Natural Theology,' and in their orthodox company we shall leave poor Mivart 'On Truth' and Mr. W. S. Lilly's 'Great Enigma' and other works. Strong meat for the mere lay reader, but not to be missed in any list of Catholic works, is Harper's 'Metaphysics.' What of Newman? We must simply add all his works, from the 'Grammar of Assent' to the 'Parochial and Plain Sermons,' and also Allies' 'Chair of Peter.'

"If you were to take these, volume by volume, you would have about forty of your hundred books. Suppose we add, with contemptuous generosity, the works of Manning, Vaughan, Father Faber, Wiseman, and Ward, somebody will say that the list is for laymen, and that they are not all so philosophically minded. Even we shall have missed the most noted work on ethics in English, that of Dr. Cronin, to say nothing of Dr. Coffey's work on 'Scholastic Philosophy' and Dr. MacCaffrey's 'History of the Catholic Church in Modern Times.'"

Was Shakespeare a Catholic? it is asked. "Possibly." "Certainly Ben Jonson was, for a time, and probably Marlowe." We go on down the list, of course finding nothing that has earned a place in the "Index":

"My list of books of that time must include Father Parsons and Father Campion, as well as Crashaw's 'Way to the Temple.' You observe, we have scarcely touched the Continent. What of the great classics of Italy, France, Spain, and Germany? Happily for our purposes they must be almost all ruled out, because we cater for English readers, and but few have been translated. Some of Calderon's works are in English, as 'Life Is a Dream.' Several of Corneille's, as 'The Cid'; many of the masterpieces of Racine and Molière. Of course the 'Chronicles' of Froissart deserve a place, and the poems of Béranger. Shall we class Rabelais and Erasmus as Catholics? If so, several volumes are added to the hundred. Frederic Mistral's 'Mirèio' should also have a place, and René Bazin's 'The Rising Corn' and the 'Nun'—in fact, I would add every volume of his which has been Englished. The Abbé Prévost's 'Manon Lescaut' is, of course, a classic, but scarcely a Catholic work, and Alexandre Dumas may perhaps have been a Catholic, but he is ruled out. Now that everybody is speaking about Portugal, you must have a volume of Camoens, and, of course, Fénelon's 'Telemachus' and Bossuet's 'Universal History.'

"The trouble is to compress the good books into the hundred. We have made no room yet for M. Maeterlinck, at least 'The Lightless,' 'Pelleas and Melisande,' and 'The Treasure of the Humble,' and had almost forgotten 'The Confessions of St. Augustine.'

"Even the great Catholic poets, Chaucer, Pope, Dryden, Moore—not to mention Coventry Patmore, Aubrey de Vere, Faber, or Father Russell, will clamor for a volume or two each."

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MOTOR-TRIPS AND MOTOR-CARS

MOTOR WAGONS FOR "DRUMMERS"

A NEW commercial domain for the motor-car is believed to exist in the business of the commercial traveler. A writer in *The Automobile* declares that "the next big development of usefulness for the car in business," will be its employment as an aid in selling goods—that is, it will be used as a means of transportation for salesmen, their merchandise, and their samples. What may be expected in this direction is set forth as an elaborate article in which the writer contends that a truck, making ten miles an hour, is twice as good as all other means of transportation, and costs considerably less. A salesman with a wagon or truck "can sell as much merchandise in three months as he could in six months by rail, boat, or wagon." The essential point is that the truck can be made to go at any time, whereas, with rail and boat-travel, the salesman is dependent on time-tables. The article sets forth the experience of a certain salesman during a three-months' trip made by him, starting and ending in New York.

The car used for such a trip may be any excellent machine, "constructed with the idea of commercial service in the delivery and transfer of goods," but it should have light, solid tires and a carrying capacity of about 1,000 pounds. The salesman would need no helper, driver, or mechanic, but should himself be reasonably familiar with the operation of a car. Starting from New York, the salesman referred to entered New England by way of New Rochelle, where in an hour, or possibly an hour and a half, he was able to transact business with three of the customers of his house. During the same day he transacted business at Larchmont, Mamaroneck, Portchester, and Greenwich, spending the night at Stamford. As a day's work he found that he had canvassed four towns and seen nine customers. On the following morning, he visited five customers in Stamford, and by 9:30 o'clock was on his way eastward. During the day, it had been possible, in the several towns passed, to interview sixteen regular customers. In a week he had made 67 business calls in 26 towns and cities.

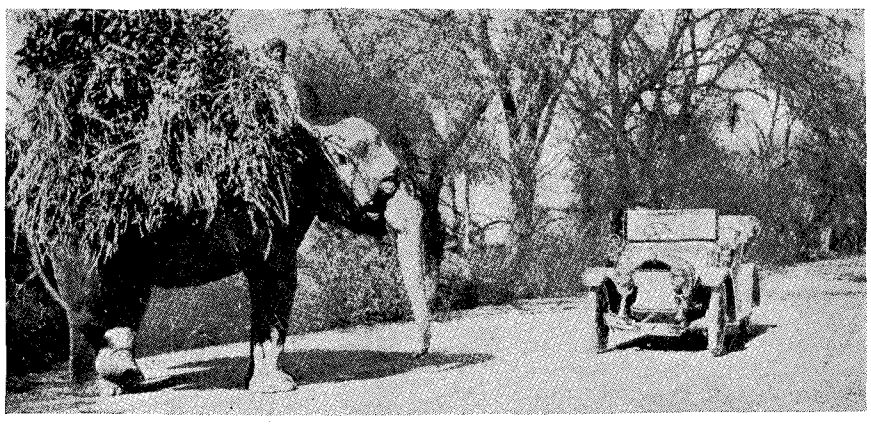
Supposing that the salesman in that time had sold goods to three out of every five merchants visited, and that his orders averaged $100 each, his order book would show 40 orders, amounting in total to $4,000. Had the car not been used, the writer estimates that other modes of transportation would have made necessary several weeks instead of one. The salesman finally completed a tour of New England, and then made a tour of the Mohawk Valley and the regions west, south, and north of it. Altogether, three months were occupied in a canvass of the territory referred to. Tables are printed to show the cost of the trip by automobile and its cost by other forms of transportation.

COST OF THE TRIP BY AUTOMOBILE

For gasoline, 217 gallons at 20 cents	$43.40
For oil, 10 gallons at 80 cents	8.00
For three months' insurance of car	12.00
Repairs and replacements	24.35
Garage (78 washings and 90 nights' storage)	169.00
Hotel	180.00
Meals	270.00
Incidentals	50.00
Total	$756.75
Salary of salesman at $150 month	450.00
Total cost of selling	$1,206.75

COST BY OTHER TRANSPORTATION

Railroad and boat fare	$98.00
Wagon and buggy hire	52.00
Hotel	360.00
Meals	540.00
Incidentals	100.00
Total	$1,150.00
Salary of salesman at $150 month	900.00
Total cost of selling	$2,050.00



THE OLD WAY AND THE NEW IN INDIA.

ELECTRIC TRUCKS AND WAGONS

It is contended by *The Commercial Vehicle* that the average manufacturer and merchant "generally does not realize how strong is the hold that the modest, electrically propelled truck and wagon have gained." Salesmen have found that when the owner of a horse vehicle has purchased an electric one, he has discovered its operation to be so simple, and the economy of operation so great, that, "as occasion demands additional facilities, he instinctively looks to the electric and reorders." The writer attributes the existence of such large fleets of electric wagons and trucks as now exist to the influence of the "satisfied customer." It is he who has built up the electric-vehicle business. Now and then the purchaser of an electric vehicle for trucking has been lured away by the speed and brilliant performances of the gasoline or steam-propelled vehicle, but "the race is not always to the swift."

UNLOADING BAGGAGE ONTO AN ELECTRIC TRUCK.

A CALL AT THE LEADING HOTEL IN SANCHEZ, MEXICO.

Transportation managers have been heard to say, after much experience, that one should never try to make deliveries with gasoline trucks, provided they can be made with electric ones. By this he means that if the work to be done comes within the scope of an electric—that is, if it be a short delivery—"no other form of transportation is so economical." To the gas-motor truck, with its greater speed, "belongs the long, straight-away hauls." Several large merchants have established a rule that all goods within a 15-mile circuit shall be delivered with electrics, and all between 15 and 50 miles with gasoline machines. Another rule is not to stop the gasoline truck until points beyond the 15-mile limit have been reached.

These facts have "built up the great electric-vehicle fleets in the United States." Oldest of these fleets is one operated by a large department store in New York, which originally had six delivery wagons of 500-pound capacity. Next came a famous firm of New York jewelers, who, about nine or ten years ago, began with three electric vehicles, eighteen others being added afterward, making a total of twenty-one, all of which are in operation to-day, "and are noted for their fine operation, their cleanliness, as well as their efficiency." Because of the absence of the fire risk, these jewelers are able to load and unload their vehicles on any floor of their large store, to which they are raised by an elevator.

Next in point of age comes a department store in New York, which has eight electric vehicles, of one- or two-ton capacity, and seven of a thousand pounds capacity, all

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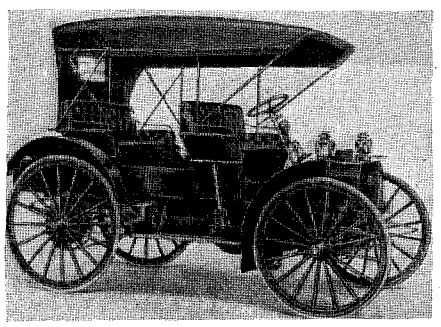
having been built ten years ago, and being still in regular service. The writer of the articles quoted names other large department stores which successfully employ electric trucks. One of these installed ten delivery wagons in 1904–1905, and fifteen others in 1909, with an additional fifteen soon afterward, the electric fleet now numbering thirty-five machines. At the same time gasoline wagons have been employed, but only for extremely long hauls.

Brewers, meanwhile, "who have very heavy loads to carry, have far outdone most other lines of business in the use of the electric." In 1908, a large brewery in St. Louis began to install electrics and in 1910 had fifty-three in its garage. In New York, brewers are almost a unit for electric deliveries. One of them reports that its installation of six 5-ton electrics, six other 5-ton keg trucks, and twelve 3-ton trucks saved the company $20,000.

One of the express companies in New York now owns more than 100 electric vehicles for city use and a large number of others are operated in various parts of the country. Drest-meat concerns also employ electric trucks in great numbers, usually of 3- and 5-ton capacity. Three such concerns are named with between forty and fifty trucks. The largest fleet of electrics used by any one concern is operated by the newest of the large New York department stores, which uses eighty machines.

THE FIVE-HUNDRED-MILE RACE

In the 500-mile race, over the Indianapolis course, on May 30, Ray Harroun in a Marmon car was the winner, with the Lozier car second, and the Fiat third. The average speed of the Marmon car was nearly 75 miles an hour. Twelve cars in all finished the race. Eight men were injured, one of them a mechanician, being killed. The time taken for



A MOTOR BUSINESS WAGON CONVERTED INTO A PLEASURE VEHICLE.

the 500 miles was 6 hours 41 minutes 8 seconds. During a portion of the time in the last 20 miles, the Marmon, Lozier, and Fiat cars were "almost bunched for the bend," says a correspondent of the New York *Sun*. The Marmon car was in the lead at 450 miles, the Lozier and Fiat cars being close to it. At 475 miles these three were still leading and "giving one of the greatest exhibitions of driving ever seen on the speedway." When the victory was won, a great demonstration of applause took place, the crowd of sightseers being estimated to number 100,000. Harroun, the driver of the Marmon car, said:

"All credit is due my car for the brilliant victory. At no time was the throttle wide open, and I relied solely upon the consistent high speed to win for me over occasional bursts in the backstretch. The weather was noticeably warm, altho I did not suffer from the heat.

"The last 100 miles was by far the easiest of the entire run, and the car was less difficult to handle on the turns. At first there was a tendency to slip, which increased toward the 200 mark, but from that time I had little trouble in holding the car to its course.

"In my estimation the limit is reached at

A MOTOR-TRUCK THAT BEATS TEN TEAMS IN CARRYING BRICK.

500 miles and is entirely too long for the endurance of the driver. I was relieved from the 170th to the 250th mile and the rest of the drive was extremely refreshing."

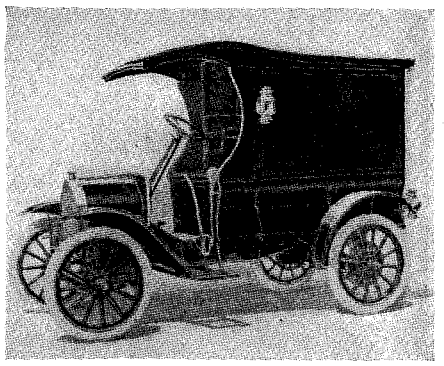
The first accident occurred to an Amplex car at the 30 mile, the rear tires being blown out, the car skidding, the wheels being torn off, and the car upset, crushing S. P. Dickson, the mechanician, beneath the wreckage. Dickson was the son of a Chicago newspaper man. Another accident occurred in front of the grandstand, when four cars were wrecked and two men injured.

THE GLIDDEN TOUR

It was announced originally that the Glidden Reciprocity Tour would take place this year in the week of June 19–26; but, in order to permit those who take part in the tour to spend Sunday in Boston, these dates have been changed to June 21–29. The tour will cover 1,089 miles, the start being made in Washington, and the tour ending in Ottawa, Canada. Nine States and two provinces of Canada will be passed through. The tour will include a hill-climbing contest at Worcester, Mass., instead of at "Dead Horse Hill," in Vermont, the climb taking place on Saturday, June 24. The test at Worcester will, it is believed, be excellent, the course being one mile in length with a grade varying from 8 to 10 per cent. The record for a test in this place is 58 seconds. It was made in a steamer car. The record for a gasoline car is 58 seconds, the car used being of 90 horse-power. With Glidden stock cars, no such records can be made, inasmuch as these cars will carry passengers, and will not have high power, special gears, or be stript. It is estimated that the cars will require, perhaps, three or four minutes in which to make the climb. Following is the itinerary of this tour:

June 21—Washington to Philadelphia, 163 miles; noon stop, Bellaire, 75 miles.
June 22—Philadelphia to New York, 182 miles; noon stop, Lakewood, 96.6 miles.
June 23—New York to Springfield, 146 miles; noon stop, Waterbury, 93 miles.
June 24—Springfield to Worcester, 50 miles (hill climb at Worcester); Worcester to Boston, 40 miles.
June 25—(Sunday in Boston.)
June 26—Boston to Springfield, Vt., 142 miles; noon stop, Keene, N. H., 106 miles.
June 27—Springfield to Burlington, 135 miles; noon stop, Montpelier, 98 miles.
June 28—Burlington to Montreal, 110 miles; noon stop, Alburg, 47 miles.
June 29—Montreal to Ottawa, 121 miles; noon stop, Carillon, 47 miles.
Total—1,089 miles.

In Boston the contestants will be guests of the Bay State Automobile Association. The organizers of the tour believe it will prove, to automobilists in general, of greater interest than former ones, because of its value as an object-lesson. While the contest, as to route and roads, will not be more difficult than others have been, it will be conducted under more exacting rules. Confined to large cities in the East, motorists everywhere will get more direct knowledge of touring on schedule time. Moreover, the improved rules enforced will make it possible to set forth in fuller detail the performances of cars.

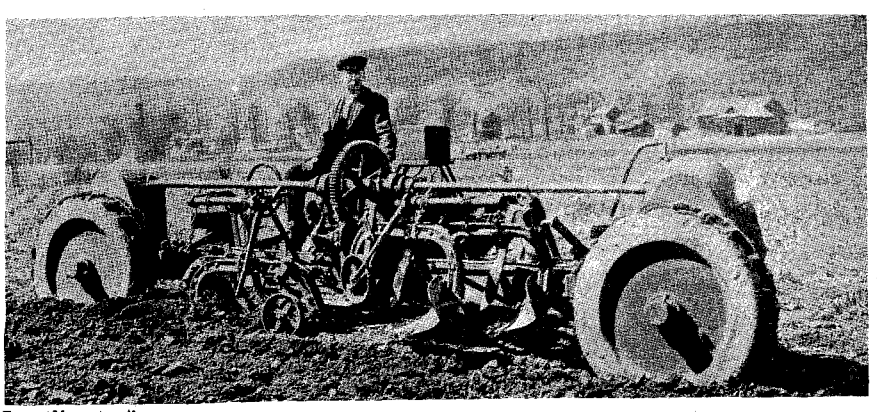


A DELIVERY WAGON FOR $650.

A FARMER ON THE FARMER'S CAR

Harley C. Hatch, who as a farmer has had personal experience with the automobile in Nebraska, writes for *The Nebraska Farmer*

(*Continued on page* 1160)



From "Motor Age"

A MOTOR-PLOW MADE IN SYRACUSE.

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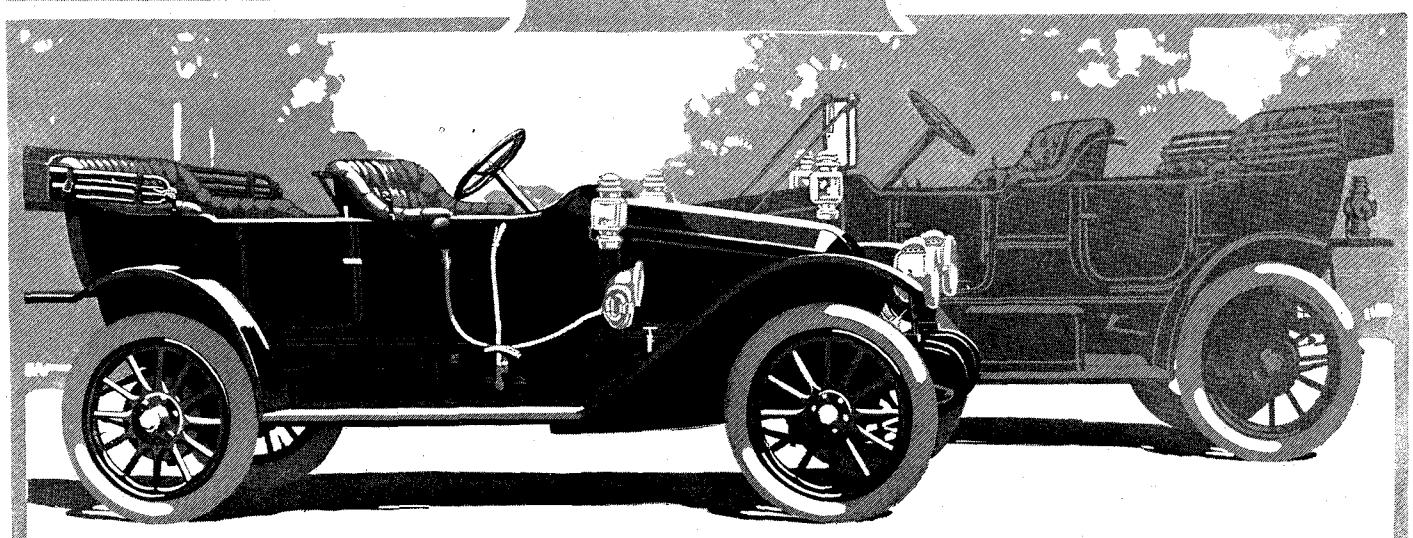
Franklin



Easy-riding full-elliptic springs, shock-absorbing wood frame, air-cooled motor and light weight are the constructional features which distinguish the Franklin automobile. It is further distinguished by its beauty of body design. Built in four- and six-cylinder chassis sizes with twelve different body styles.

Illustrated catalogue sent on request

FRANKLIN AUTOMOBILE COMPANY

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For you motor car owners who still buy clincher tires, here are some facts to consider:

About two years ago the Goodyear No-Rim-Cut—our patented tire—began to become the sensation. It was the final result of ten years spent in tire making.

Last year our tire sales trebled—jumped to $8,500,000—because of this tire's popularity.

This year, 64 leading motor car makers made contracts with us for No-Rim-Cut tires. More pneumatic-tired cars at the Shows this year were equipped with Goodyears than with any other make.

Now, about 600,000 No-Rim-Cut tires have been sold—enough to equip 150,000 cars. The result of their use is this:

The demand for these tires is more than twice that of last year—six times that of two years ago.

Our enormous plants, with three shifts of men, are run night and day. Our daily output is 2,200 automobile tires. Yet we have not for weeks been less than $2,000,000 behind on urgent orders.

Should you not know these tires?

The Reasons

Goodyear No-Rim-Cut tires now cost the same as standard clincher tires. They used to cost one-fifth more.

These tires cannot rim-cut. We have run them flat in a hundred tests—as far as twenty miles. A clincher tire, in a single block, may be ruined beyond repair.

No-Rim-Cut tires do not hook to the rim. There is no bead to "freeze" into the rim flange—nothing to pry out when you want to remove it.

The tires are held on by 126 braided wires which are vulcanized into the tire base. They make the tire base unstretchable, so that nothing can force it off.

We control this braided wire feature. It is the only practical method ever discovered to make an unstretchable tire base.

No-Rim-Cut tires fit all standard rims.

10% Oversize

No-Rim-Cut tires, because they are hookless, can be made 10% oversize and still fit the rim. And we do it—without any extra charge.

That means 10% more air—10% greater carrying capacity. And that, with the average car, adds 25% to the tire mileage.

This 10% oversize takes care of the extras—the top, glass front, etc. It saves overloading, saves blow-outs. Nine times in ten, without this oversize, tires have too much load.

These two features together—No-Rim-Cut and oversize—with the average car will cut tire bills in two. Yet they cost nothing extra. Is it any wonder—think you—that the demand for these tires has become so overwhelming?

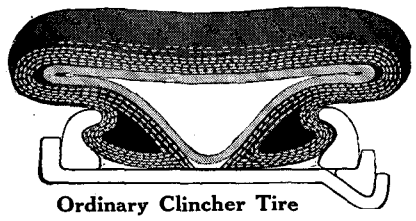
Our Tire Book, based on 12 years of tire making, tells many facts you should know. Ask us to mail it to you.

GOODYEAR

No-Rim-Cut Tires

With or Without Non-Skid Tread

No-Rim-Cut Tire



Ordinary Clincher Tire

THE GOODYEAR TIRE & RUBBER COMPANY, LIBERTY STREET, AKRON, OHIO

Branches and Agencies in 103 Principal Cities
Canadian Factory: Bowmanville, Ontario

We Make All Sorts of Rubber Tires
Main Canadian Office: Toronto, Ontario (318)

HAVE YOU GOT ONE?

We mean a **DAUS TIP-TOP DUPLICATOR**, that ideal assistant, always ready when you want to quickly make **100 Copies** from Pen Written and **50 Copies** from Typewritten Original. Complete Duplicator, cap size, costs $7.50 less 33 1-3 per cent discount, **$5.00** net, but we don't want your money until you are satisfied that our machine is all right, so if you are interested just write to send it on **10 Days' Trial Without Deposit.**

FELIX P. DAUS DUPLICATOR CO., Daus Bldg., 111 John St., N. Y.

Rider Agents Wanted

In each town to ride an exhibit sample 1911 bicycle. *Write for special offer.*

Finest Guaranteed 1911 Models ***$10 to $27***
with Coaster-Brakes and Puncture-Proof tires.

1909 & 1910 Models all of best makes.... ***$7 to $12***

100 Second-Hand Wheels **All makes and models, good as new.....** ***$3 to $8***

Great **FACTORY CLEARING SALE**

We ***Ship on Approval*** *without a cent deposit, pay the freight,* and allow ***10 DAY'S FREE TRIAL.***

TIRES, coaster brake rear wheels, lamps, sundries, parts and repairs for all makes of bicycles *at half usual prices.* **DO NOT BUY** until you get our catalogues and offer. *Write now.*

MEAD CYCLE CO. Dept. S. 172 CHICAGO

Save 9/10 of Your Tire Repair Expense

For *five cents* you, yourself, can *permanently* repair *any puncture—easier, quicker, and better than by vulcanizing.* Even the *worst blowout*—in tube or casing—can be quickly repaired with just your two hands and

TIRE-DOH

Trade Mark Reg. U.S. Patent Office

It makes a *permanent* repair as *tough* and *elastic* as the tire itself *at one-tenth the cost of vulcanizing.* Use it anywhere—in the shop or on the road. Only 15 minutes to repair a puncture, an hour for a blowout.

Besides saving nine-tenths of your tire repair expense you can *double the life of your casings* by promptly repairing cuts and sand pockets with Tire-Doh. Prove it to *your* satisfaction *at our risk.* We refund your money *upon request.* Ask your dealer for a Tire-Doh Outfit *today*—price, $2. Or send us $2 and get one *express prepaid.* You run no risk. Money back if you ask it. Order Tire-Doh **now** and save money.

Atlas Auto Supply Co., 63 East Adams Street, Chicago

MOTOR-TRIPS AND MOTOR-CARS

(*Continued from page* 1158.)

published at Lincoln, a statement of conclusions as to the value of the car to the farmer. He can remember the time when, in Nebraska, the man who owned a spring wagon had what was regarded as a luxurious mode of transportation. Spring wagons were then not so plentiful in Nebraska as automobiles are now. Only one of Mr. Hatch's immediate neighbors then owned a spring-wagon, while a top-buggy was "an unknown vehicle in that part of the world." When Nebraska people now see a farmer driving a motor-car, their first thought is: "Can he afford it?" Mr. Hatch sets forth his own ideas as to who are the farmers that really can afford a car:

"I have my ideas on the subject, and give them here for what they are worth; they may agree with yours and may not. The man who wishes an automobile should buy one if he has a farm all paid for, has no debts of any other description that can not be handled any day without sacrifice, has all the necessary farm buildings for comfort and even, perhaps, luxury, as this word is understood on the farm. No convenience should be lacking, either in the house, barn, or machinery shed; the man who has not a good system of waterworks handily supplying house and barn should put one in before thinking of the motor-car. Finally, he should have money to pay down on the car, or enough to complete payment where he is sure of getting hold of it. Last of all, he should be assured of enough income to keep the car running and in good repair over and above all other expenses."

Mr. Hatch has owned a car for nearly two years. It cost him $1,250, but the same car, considerably improved, can now be bought for $1,000. The so-called "farmer's car," of a typical sort, can be bought for as little as $900, prices running as high as $1,700. By "farmer's car" he does not mean a runabout, with only one seat, but a car with two seats. This kind of car he regards as indispensable for the farmer, who usually has a family large enough to occupy two seats. No farmer should make the mistake of buying a one-seated machine. Of the cost of running the farmer's car, which will vary with different owners, he says:

"You all know the man whose machinery and repair bill is twice as great as his neighbor's? Well, that man will have twice the expense with his car that his neighbor would. The man who gets along well with machinery will get along well with a motor-car.

"For the two years our machine has been run I have found an average expense of about 5 cents for each mile traveled. I think that this expense may be divided equally into two parts. One-half will be taken up by gasoline, lubricating-oil, transmission grease, and batteries, while the other half will go for tires and repairs. Our gasoline costs us 12½ cents per gallon by the barrel, and a gallon will run us ten miles over average roads.

"One gallon of lubricating-oil, costing from 50 to 60 cents, will last for from 75 to 100 miles. Transmission grease will cost about $2.75 for a twenty-five-pound can, and this will last a long time.

"Tire expense is now the greatest item in running a car. At present I can figure my tire expense as follows: The dealer in town will sell for about $25 a 32 x 3½-inch outer tire, or casing, as it is called, and

Quenches Thirst—
Horsford's Acid Phosphate
It makes a refreshing, cooling beverage and strengthening Tonic—superior to lemonade.

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guarantee it for 3,500 miles. He takes the mileage on your speedometer when the tire is put on and if it fails to make 3,500 miles you get the credit on a new casing. This makes the four wheels equipped, cost $100 for outer casing, and you are assured of a 3,500 mileage. As a matter of fact, you can, by using patches, inner casings, shoes, etc., get more than that out of them, and I figure that 3 cents a mile will pay our tire bill, both for inner and outer tubes and casings.

"Now as to repairs. This is something that can not be figured accurately, for one man may run 10,000 miles with no expense at all, while the next one may have to go to the garage inside of a week. I may say, tho, that the present-day automobile is not the one we knew five years ago. They are practically all reliable, and while there will be little things get out of order you will learn to repair them yourself. On this account it is well to buy from some dealer right in your town who understands cars.

"At first you will use lots more gasoline than necessary, but you will soon learn how to handle that. Buy the best grade of oil and gasoline to be found; it will prove cheapest in the end. 'You will likely have more trouble with your car in the first six weeks than in the following five years, but you will learn how to run it by your mistakes."

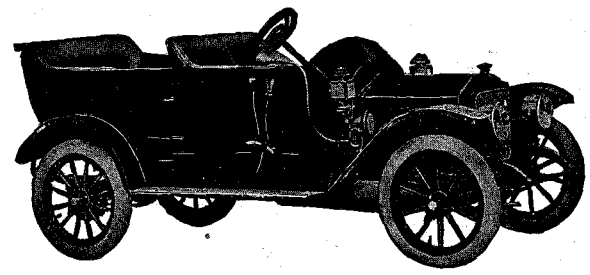
In conclusion Mr. Hatch declares that farmers seldom find the automobile "as much a money-maker as some claim." It will not make money in the sense that a plow, a cultivator, or a grain-binder does, and is really "a luxury, in about the same class with the piano." But it has some distinctions not shared by the piano. It is a wonderful saver of horses. Farmers have discovered that horses are "much more lively since he quit driving them on the road." Cars are also a saving to the farmer in his trips to town, and will carry freight. Moreover, as an article of luxury and pleasure, they "give more pleasure to the majority of people than any piano ever could." One of the greatest satisfactions in using a car is that, with all the pleasure you get and the speed you enjoy, "no faithful horse is being abused."

No better evidence of the farmer's interest in the motor-car need be looked for than this number of *The Nebraska Farmer* itself affords. Much the largest part of its contents is taken up with articles on the farmer's use of the car, and along with these is printed a large mass of motor-car advertising.

THE SEARCH FOR BAD ROADS

The Touring Club of America, with headquarters in New York, is collecting information, in part through its own agents, as to bad road conditions on touring routes in the East. It is a work which, to some extent, has been carried on in other large cities of the country, and will, no doubt, increase as time passes. When these reports reach the Touring Club from other persons than its own agents, careful investigations are made in order that the truth of the reports may be confirmed. One of the recent bad reports pertained to the stretch of road between Croton and Peekskill, which lies on the main highway of all tourists making the run from New York to Albany on the east side of the Hudson. The reports having been verified, complaints were forwarded to the State Highway Commission, in the hope that improvements would be undertaken.

The Club has recently sent one of its



The Endorsement of Buyers

PROBABLY no gasoline car on any market was ever accorded such prompt and unqualified endorsement by motorists as the White gasoline car, now closing its second wonderfully successful year. No car presenting its claim as the White, when the gasoline motor market was flooded with every kind and description of car, could have secured a foothold unless it possessed innately splendid merit. It is therefore the most flattering tribute to the economical WHITE that there comes but one report from every owner—a report telling of the surprisingly low cost for fuel, for oil, for tires—and the almost negligible item of repairs. These endorsements do not come from any one state or territory, but from Maine to Texas—North—South—East—West—under all conditions of roads and grades.

White Quality Its Cause

THESE results could not be secured with such persistent regularity if the design of the engine did not represent the very best engineering thought of the times—if its simplicity were not such as to appeal to every owner and driver—if the car were not superbly built, utilizing every modern improvement modern science has brought to the service of motor-car building. It gets its economy of fuel from the long-stroke engine—it gets its economy of tires from its moderate size and weight—it gets its economy of repairs from the fact that it was well built in the beginning, of the best materials obtainable. Added to all these features, it has a compression release which makes cranking easy and perfectly safe—it has four forward speeds, which makes driving easy, preserves the life of the engine and helps to economize in the use of fuel.

Let us send you our latest catalogue, with testimonials of users—people you may possibly know and whose opinions you must respect.

The White Company

812 East 79th Street, Cleveland

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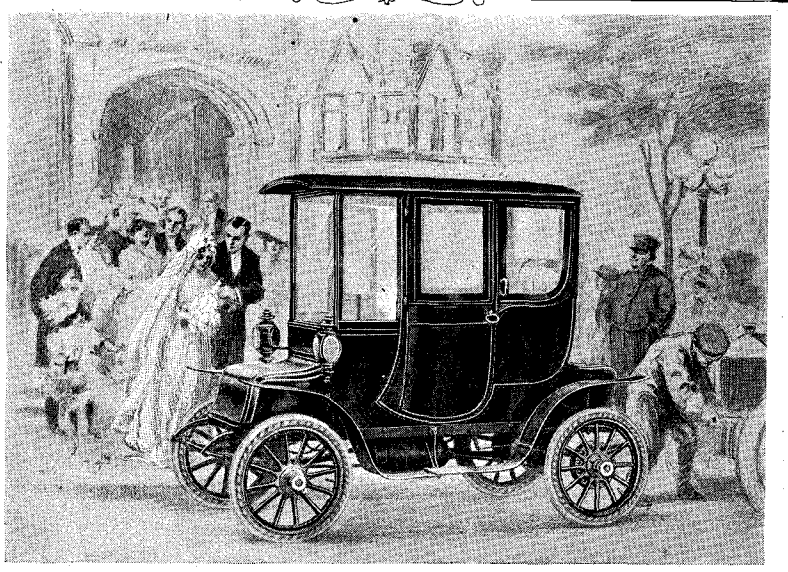


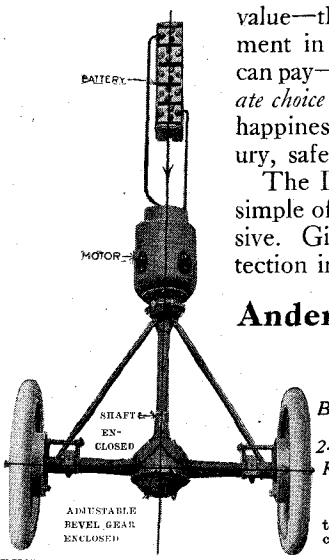
FOR your bride-to-be—or your bride of many Junes ago—a Detroit Electric.

No other bridal present means so much—expresses so perfectly all that you want it to say. For the Detroit Electric is the standard of value—the highest compliment in selection that you can pay—the most *considerate choice* for her permanent happiness, comfort, luxury, safety.

The Detroit Electric is simple of control—responsive. Gives automatic protection in emergencies.

Our "Chainless" Direct Shaft Drive—a straight path of power—reduces number of parts and simplifies construction. No concealed chains. Pneumatic or Motz cushion tires.

Batteries optional—Edison nickel and steel, Ironclad, Detroit lead, or Exide lead batteries. The Edison and Ironclad at an extra cost. Book on request.

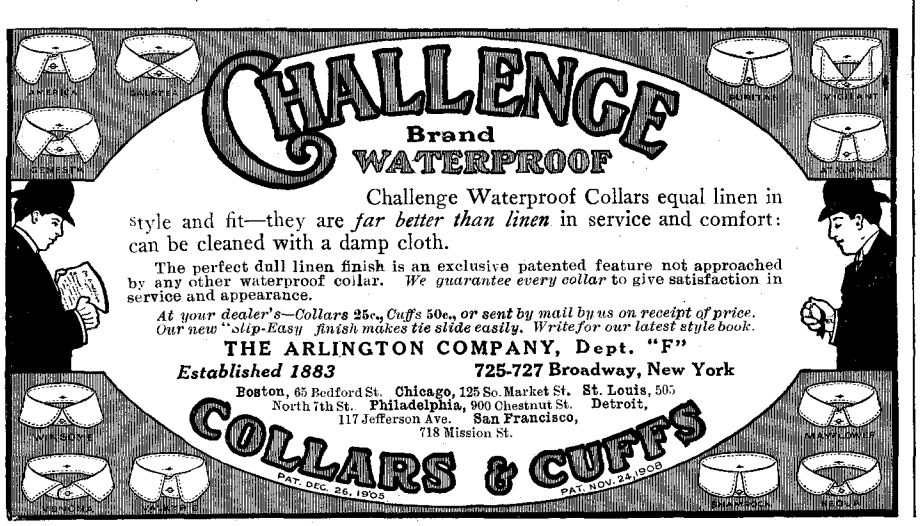


Anderson Electric Car Company
Dept. 2, Detroit, Mich.

BRANCHES:
New York
Broadway and 80th St.
Chicago
2416 Michigan Ave.
Kansas City, Buffalo, Cleveland

Selling Representatives in all leading cities.

THE Detroit ELECTRIC Chainless



Challenge Waterproof Collars equal linen in style and fit—they are *far better than linen* in service and comfort: can be cleaned with a damp cloth.

The perfect dull linen finish is an exclusive patented feature not approached by any other waterproof collar. *We guarantee every collar* to give satisfaction in service and appearance.

At your dealer's—Collars 25c., Cuffs 50c., or sent by mail by us on receipt of price. Our new "Slip-Easy" finish makes tie slide easily. Write for our latest style book.

THE ARLINGTON COMPANY, Dept. "F"
Established 1883 **725-727 Broadway, New York**

Boston, 65 Bedford St. **Chicago,** 125 So. Market St. **St. Louis,** 505 North 7th St. **Philadelphia,** 900 Chestnut St. **Detroit,** 117 Jefferson Ave. **San Francisco,** 718 Mission St.

epresentatives on a three-weeks' tour of inspection through New England. His instructions were to proceed to Boston, by way of New Haven, New London, and Providence, coming home by way of Worcester and Springfield, and taking in, during the trip, several side districts. In this way information was collected as to roads which are traversed every year by thousands of motorists. Where bad conditions are found, earnest efforts are put forth to induce the local authorities to undertake improvements.

The Touring Club has established in Washington a branch. Elsewhere other branches are likely to be established, including one in Boston. These branches will take up the work of the parent club in investigating road conditions. Eventually, it is believed that a valuable fund of touring material in all popular motoring regions will by this means be made instantly available to club members. Work of this sort, so obviously necessary and beneficent, will not unlikely be taken up in other parts of the country.

THE LIGHT-CAR EVENT IN FRANCE

On Sunday, June 29, what is known as the Light-Car Event will be run over the Boulogne-sur-Mer course, in France. Thirty-eight entries had been made as early as May 8. This contest is described by the Paris correspondent of *Motor Age* as "undoubtedly the most important race in Europe this year." The fine promises for it are attributed mainly to the fact that it is for light cars only. Of the regulations the correspondent says:

"The regulations limit the cylinder area of the four- or six-cylinder motors—singles and twin-cylinders are excluded—to 3 liters, which is practically 183 cubic inches, and corresponds to that popular type of car having a bore and stroke varying between 70 by 170 and 85 by 130 millimeters. There are a few regulations regarding length of running-board, width of the two seats, width of mud-guards, etc., for the race is intended, in a certain measure, to be for standard, if not stock cars. The race will really be a test of small motors of 2.9 to 3.3 inches bore, with strokes in proportion. Under the rules it would be possible to enter a four-cylinder motor having a bore of 3.8 inches, but only on condition the stroke was the same.

"Engineers are of opinion, however, that even under a cylinder-volume rule it is advisable to have a long stroke, and doubtless it will be found that the average in the race will be 3.3 by 5.1 inches bore and stroke. Normally, such motors are rated in Europe at 12 to 15 horse-power, but it practically is certain that for the race few of them will brake less than 40 horse-power, while some of the extreme types will give a little more than 50 horse-power. More than one engineer admits that he will not be satisfied unless he gets more than 50 horse-power out of his motors on the bench test.

"It is worth noting that there will be no six-cylinder models. A few of the firms entered for the race built these models, but they are all of the opinion that under racing conditions the six is at a disadvantage. With the exception of a two-cycle, entered with a view to giving a demonstration of their reliability, all will be on the four-cycle principle."

There will be in France no big-car race this year. Hence it has been possible to secure

GREAT BEAR SPRING WATER.
"Its Purity has made it famous."

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for the light-car race all necessary good drivers. Besides the thirty-eight cars which had been entered on May 9, it is expected that at least six more will be entered.

MOTOR-CARS IN USE

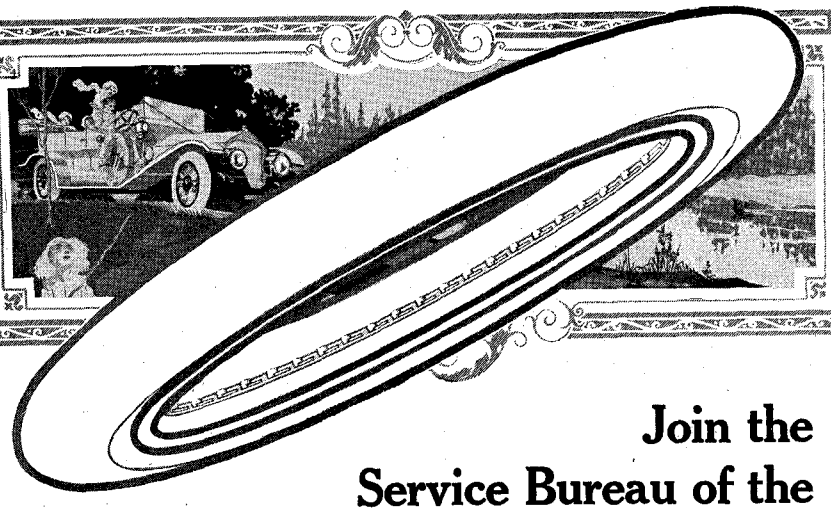
Several attempts have been made to determine the number of cars now in use in this country. The results of one of these were printed a month ago in the motor department of this periodical. Serious difficulties have attended all attempts of this kind. While with some of the States it is possible to obtain statistics of the cars owned within such States, many others, as remarked by *The Motor World*, "have absolutely no means of telling just how many cars are being operated on their highways, or how many of their citizens are motorists." Some States provide for neither registration nor taxation, and hence the absence of any official records. Even in States which require registration it is often impossible to estimate the "dead timber," registration being not always renewed each year. An example of this occurred last year in New York State. When the new law requiring annual registration went into effect, the records indicated a total of 106,000 automobiles; but it was found, when the new registration was made, that the number decreased over 40,000, which showed that many numbers that had been carried on the books belonged to cars which had ceased to run. Some of the States have only tax reports for the use of those who would estimate the number of cars in such States, and these are seldom entirely trustworthy. Other States have mixt forms of registration and taxation, and this presents another kind of difficulty. It is believed that only a Federal registration bill would ultimately provide an absolutely correct census of cars, but this could be secured only after continual revision and correction. One of the recent estimates for all the States was made by the Auto Directors Company, in New York. It is printed in *The Motor World*, with the comment: "These figures undoubtedly are too high, as for instance, in the case of New York, where the actual registrations are over 10,000 below the number given in this table." The following is the table:

Alabama, 4,800.	Montana, 3,200.
Arizona, 800.	Nebraska, 15,200.
Arkansas, 1,900.	Nevada, 890.
California, 40,000.	New Hamp., 5,500.
Colorado, 6,000.	New Jersey, 17,000.
Connecticut, 11,000.	New Mexico, 800.
Delaware, 900.	New York, 70,000.
District of Columbia, 8,124.	N. Carolina, 3,116.
	N. Dakota, 1,500.
Florida, 2,600.	Ohio, 32,400.
Georgia, 7,000.	Oklahoma, 1,100.
Idaho, 750.	Oregon, 5,400.
Illinois, 30,000.	Penn., 40,000.
Indiana, 15,000.	Rhode Island, 6,400.
Iowa, 24,200.	So. Carolina, 1,000.
Kansas, 12,300.	So. Dakota, 8,000.
Kentucky, 2,300.	Tennessee, 4,062.
Louisiana, 6,850.	Texas, 8,400.
Maine, 7,300.	Utah, 1,491.
Maryland, 4,526.	Vermont, 3,223.
Mass., 22,000.	Virginia, 7,000.
Michigan, 18,059.	Washington, 6,000.
Minnesota, 11,900.	West Va., 1,100.
Mississippi, 6,300.	Wisconsin, 14,000.
Missouri, 15,600.	Wyoming, 1,100.

Total, 518,091

THE HIGHWAY FROM OCEAN TO OCEAN

W. E. Williams contributes to *Motor* an article on the plan to connect the Atlantic and Pacific with "the world's greatest motor road." He points out in detail how this transcontinental highway may be completed



Join the Service Bureau of the United States Tire Company

Learn how to reduce your annual tire bill

THIS Bureau has hundreds of letters from motorists telling of tire mileage ranging all the way from five or six thousand miles up to twelve thousand. These motorists enthusiastically give all the credit to the better quality of United States Tires—

Continental — Hartford
G & J — Morgan & Wright

They're probably right. The motorist using United States Tires operates his car at a *positive advantage* as compared to the motorist using tires made under less favorable conditions. There is a superior quality *built into* these four famous brands that *makes possible* such mileage as these hundreds of motorists have written about.

But having the advantage of the most dependable tires does not lessen the importance of knowing how to *take care* of them. *The average motorist loses heavily through sheer neglect of his tires.*

The United States Tire Company proposes to see that lack of care is not due to lack of information.

Our Service Bureau has been organized and equipped for the single purpose of supplying the motorist with exactly the kind of information he should have to enable him to keep his tire expense down to *where it belongs.*

The Bureau has issued and is supplying to its members the most complete book on the manufacture and care of tires that has ever been published, and in addition will, at frequent intervals, furnish its members with such information as will be of *genuine value to them.*

This service is *absolutely free* to any motorist who cares to take advantage of it—whether a user of United States Tires or not.

Fill out and mail the coupon, and you will receive the initial Instruction Book, as well as all literature and data to be issued in the future.

United States Tires are America's Predominant Tires, selling at the same price asked for other kinds.

Seven styles of tread (including the famous Nobby Tread) and three styles of fastening. The widest range of selection ever offered the motorist.

Please send all literature issued by your Service Bureau to

*Name*_____

Address _____

*Make of Car*_____ *Tires*_____

Address SERVICE BUREAU

UNITED STATES TIRE COMPANY
1795 Broadway, New York

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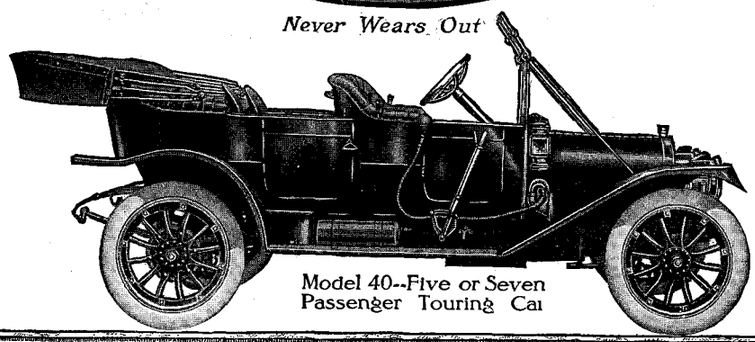
CORBIN

Never Wears Out



Model 40--Five or Seven Passenger Touring Car

The Highest Pinnacle of Excellence

THE CAR that achieves such records for low cost of maintenance as the Corbin has achieved proves conclusively that it possesses those sterling qualities which you demand in a car.

It proves that the Corbin is just a bit better in every feature than the severest service demands—that it will travel safely and swiftly over roads where others might have to be used with caution—even favored.

Touring or Toy Tonneau,	$3000
Seven Passenger,	3050
Torpedo,	3100
Limousine,	4000

These prices—please remember—include all equipment—as follows:

Imported Magneto, Top with full set of Curtains, Adjustable Rain Vision Wind Shield, Warner Speedometer, Prest-O-Lite Gas Tank, Headlights, Combination Oil and Electric Dash and Tail Lamps, Storage Batteries, Firestone Q. D. Demountable Rims, Tire Holders, Trunk Rack and full kit of tools, etc.

We want you to know the Corbin as thousands of others know it. We want you to take a ride in the Corbin Car, to settle back in the comfortable leather cushions and really experience its smooth running capabilities—to become familiar with its simplicity, ease of operation, abundance of power and simple mechanism—strong, durable construction.

Then you be the judge as to whether or not the Corbin has reached the high*est pinnacle of automobile excellence.*

A request from you will bring our beautifully illustrated catalogue, also the name of the dealer in your locality who will cheerfully give you an opportunity to test the Corbin Car to your own satisfaction.

CORBIN MOTOR VEHICLE CORP'N, NEW BRITAIN, CONN.

A PART OF THE CITY OF WASHINGTON FOR SALE TO SETTLE ESTATES

Located in the best residential section, overlooking entire city and less than two miles from the White House. An investment of from $250 up will yield exceptional profits.

MASSACHUSETTS Avenue Heights

SALE OPENED APRIL 3d, 1911

1,022,333 SQUARE FEET

SOLD IN FIRST EIGHT WEEKS

To insure quick sale present price made extremely low and terms of purchase exceptionally reasonable.

Send for the "Story of the Heights," a Beautifully Illustrated Book Fully Describing the Property—Its Investment and Home Building Possibilities.

THOMAS J. FISHER & CO., Sales Agents

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AMERICAN SECURITY & TRUST CO. and AMOS H. PLUMB
Trustees for Massachusetts Avenue Heights, Washington, D. C.

by improving existing roads, and by the construction of a short connecting road. The eastern part will be the old Cumberland Road, of which Henry Clay was famous in his day as the champion. Somewhat more than 800 miles of this boulevard were built in early times from Cumberland, Md., to East St. Louis on the Mississippi. The dream of that day was a road entirely across the continent, but the project received its death blow with the advent of the railroad. The motor promises now to revive it effectively. The northern terminus on the Pacific of the proposed highway will be at Tumwater, which is near Tacoma.

The Cumberland Road is still a finished highway, needing only repairs to make it fit for motor-cars. From St. Louis it is proposed that one line shall run to Old Franklin in Missouri, over ground first traversed by Daniel Boone, and from Old Franklin westward through Kansas and Colorado into New Mexico over the old Santa Fé trail. The route to Tumwater will start at Omaha, and follow the old Oregon trail, running westward by way of Grand Island, Neb., Douglas, Wyoming, Boisé, Idaho, and thence through Oregon and Washington. At Grand Island a connecting line would run southward to the Santa Fé trail at Newton, this line being mainly a new road about 175 miles long. Improvements in the Oregon trail throughout its entire length are said to be assured by the good-roads agitation that has already gone on in the States traversed by it. Improvements have also been made along the Cumberland Road. Some efforts have been made to secure Federal aid for the project. States have already taken action on their own account, and, in some instances, counties have been permitted to form road districts and issue bonds for construction, the State furnishing $1 to each district's $2. Mr. Williams says further:

"Brave old Ezra Meeker has not lived in vain, and there is enough sentiment between Council Bluffs and Tumwater to convert every foot of the old Oregon trail into the New Pioneer Way. Good-roads associations, covering the course of the highway from the eastern boundary of Wyoming to Puget Sound, are seeing to it that the project to boulevard this longest of the pioneer trails shall not die. In Nebraska, the good-roads people, spurred on by the State Historical Society, are awaking to the possibilities of the trail.

"Some little work has already been done on the eastern end of the highway, and more will be done this summer.

"Meanwhile, the Federal Government, as the result of Ezra Meeker's transcontinental drive, has given official recognition to the boulevard plan. A bill by Representative W. E. Humphrey, of the State of Washington, carrying $50,000 for markers and surveys, was passed by the last Congress. That is only the beginning. Western congressmen, owing to new political conditions, are now able to get [practically everything] they want. They want the Federal Government to help make a boulevard out of the Oregon trail.

"The cost of rebuilding the trail from Omaha to the foothills of the Rockies in Wyoming will be comparatively small. For the greater part of the distance the soil is of a sandy nature that will easily yield to the Government formula for gypsum treatment, which is being used in Kansas. From the eastern foothills of the Rockies in Wyoming to the western foothills in Oregon the road winds through valley and cañon, across ridge and plateau, by gentle grades. There are not, at this time, any prohibitive grades along the trail."

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THE COST OF TIRES FOR TRUCKS

It is generally seen that the most important question before users of motor-trucks is the operating cost, and in this the cost of tires figures largely. An attempt is made by *The Automobile* to present the actual cost per mile for tires, in an estimate based on millions of ton-miles, as arrived at after exact experience with enough tires really to illustrate the point. Manufacturers have been able, heretofore, to make approximate estimates for the first year "under certain conditions," and to arrive at some estimate of costs for subsequent years. *The Automobile* believes, however, that all such estimates "may be very wide off the mark, as measured by actual practise." *The Automobile's* own estimate is based on "the life story of 1,000 motor-truck tires from the moment when the tires were put into service until they were useless." Its tests were made in six typical cities and eight leading makes of tires were subjected to them. Actual business under real business conditions is represented. The cities in which tests were made were chosen with a view to obtaining a wide variety of conditions as to grades, pavements, etc.

The average tire equipment of the motor-truck costs about the same as that of a pleasure car, but the truck equipment "gives three times the mileage." Moreover, as truck tires are not equipped with tubes needing to be renewed, "the real cost is only about one-quarter what it would be for a corresponding mileage in a big touring-car." Following are some of the conclusions:

"The average cost of truck tires per mile per tire, based upon real experience with 1,000 of them, is .00443 cent. That means the tire cost for operating a truck for one mile would be .01772, and as the average load carried by the trucks considered was over 4,000 pounds, the ton-mile tire cost was .00774, approximately. This conclusion is based upon millions of tire miles, carefully recorded and compiled.

"The casing used on a touring-car lasts about 3,500 miles. The solid tire upon a truck runs 11,182 miles. The touring-car tire may last six months, but the truck tire goes along four times that period of time. Sharply opposed to the experience of the pleasure car, the rear tires of a truck are materially longer lived than those on the front wheels. In the pleasure car the mileage from the rear tires is much less than that given by those that do not carry the power of the engine. In the truck it is somewhat greater for the driving tires than for those which are used for steering.

"In such cities as Chicago and Cleveland, where the land is flat and very large mileages are required of the trucks, the tire cost is higher than it has proved to be in some other places where there are heavier grades and where less speed is necessary in order to meet schedules.

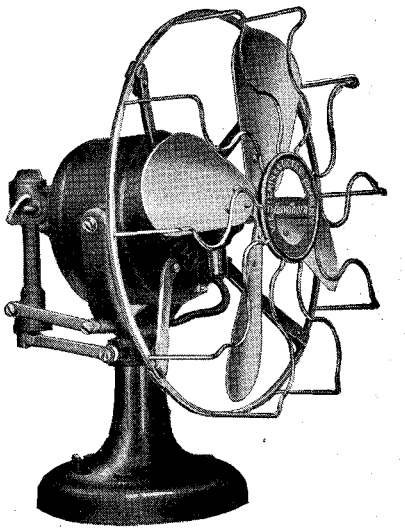
"The principal sizes of tires examined were 32 x 4, 32 x 3, and 36 x 4 inches. Fully 60 per cent. of all the tires used in this illustration were of the 32 x 4 size. Where all four wheels were equipped with this size the test showed that the rear tires gave nearly 1,000 miles more service than those in front, tire for tire. But the conditions were sharply reversed with the tires of larger diameter. For instance, with the 36 x 4-inch size the front tires delivered much more mileage.

"The ideal condition for truck service would be one similar to the 'One-horse Shay' of song and story. It will be remembered that this legendary vehicle was composed of such excellent material that it ran

Western-Electric

TRADE MARK

Fans



A Summer Necessity

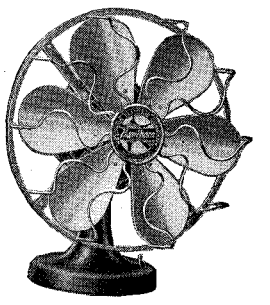
Western Electric Fans will give you full measure of healthful, cooling breeze for less than half a cent per hour. Thousands of Western Electric Fans have been giving good service year after year all over the land. They are made in many types and sizes.

The fan above illustrated is the ideal fan for offices and factories. It constantly sweeps a refreshing breeze in several directions. Can be adjusted for either desk or wall use without tools. Breeze can also be directed up and down at various angles.

Six-Bladed Fan for the Home

Runs Without Noise

This is just the fan you need in the library, sick-room, any room in the house. Can be run from any electric light socket.



There is a dealer near you who handles Western Electric Fans. If you do not know him, write our nearest house for Booklet No. 8034. It will help you select just the fan you need.

The Western Electric Company Furnishes Equipment for Every Electrical Need

WESTERN ELECTRIC COMPANY

Manufacturers of the 5,000,000 "Bell" Telephones

New York, Philadelphia, Boston, Pittsburg, Atlanta, Buffalo, Montreal, Antwerp, Toronto, Berlin, Chicago, Indianapolis, Cincinnati, Minneapolis, St. Paul, Milwaukee, Winnipeg, Johannesburg

"SAVE TIME AND FREIGHT" — WESTERN ELECTRIC COMPANY — "TELEPHONE OUR NEAREST HOUSE"

Saint Louis, Kansas City, Denver, Dallas, Omaha, San Francisco, Oakland, Los Angeles, Seattle, Salt Lake City, Portland, Vancouver, London, Paris, Sydney, Tokyo

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"Firestone" Tires and Demountable Rims

The World's Records for Durability

and speed are held by Firestone tires. Bob Burman used them at Daytona, April 23rd, when he made three new world's records, attaining a speed of

141.73 Miles Per Hour

the fastest ever traveled by man.

Like Barney Oldfield and other famous drivers Burman uses Firestone tires exclusively. Time and again they have proven the *only* tires durable enough to safely withstand the terrific strains of such speed.

We have not made a racing tire since 1908, so the Firestone tires you buy from your dealer are just the same as those used by the most famous race drivers of the world.

The extra quality of materials and workmanship necessary to ensure this durability in Firestone tires increases their manufacturing cost. Yet it adds only a trifle to the selling price of each tire and pays you back *many times multiplied* in extra miles of service—the *Most Miles Per Dollar.*

All standard types of pneumatic cases and inner tubes. Smooth and Non-Skid treads.

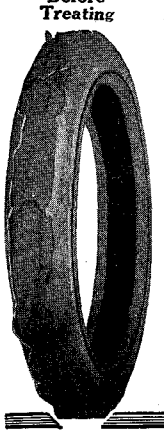
Firestone Quick-detachable Demountable Rims to carry your spare tires inflated, ready for instant use.

THE FIRESTONE TIRE & RUBBER CO.
"America's largest exclusive tire and rim makers"
AKRON, OHIO
Branches, Agencies and Dealers Everywhere

Worn-Out Tires Made New

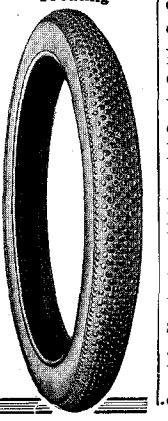
Your old tires can be made like new at a low cost. Don't throw them away—don't buy new ones—don't have them vulcanized. **OUR EXCLUSIVE PROCESS MAKES YOUR OLD TIRES PUNCTURE PROOF AND SKID PROOF.** Hundreds of motorists are getting thousands of miles out of old tires which they formerly threw away. Our

Before Treating



Triple Tread Process

After Treating



makes old tires new. We use the old casing as a foundation. After the old loose rubber is removed this is covered by our vulcanizing compound. Then the whole is covered with tough wear-resisting French Chrome Leather. This adheres firmly to the old case and the result is a tire which has the resiliency of the pneumatic and durability of the best quality leather.

Where the wear comes there are three thicknesses of this leather. The outer ply extends down the sides of the case to the bulge, and the second ply extends down over the bead, and the third ply takes the place of the old rubber tread on the case.

Steel studs on the tread makes the tire **puncture and skid proof,** and the flat head rivets on the side as far down as the outer ply comes protect it against rough wear.

EVERY TRIPLE TREAD IS GUARANTEED PERFECT IN MATERIAL AND WORKMANSHIP
A POSTAL BRINGS FULL PARTICULARS

TRIPLE TREAD MANFG. CO., 1548 Michigan Ave., Chicago
548 Van Ness Ave., San Francisco 52 Gertie St., Winnipeg

on and on, long past the period when its contemporaries had been consigned to the scrap heap. At last one day it disintegrated, unanimously and simultaneously, into little piles of wood dust and iron rust. The story it told was that its component parts were so nearly equal in strength that they 'stood-up' together until one part gave way, and then all resolved themselves into their elements.

"Of the six cities considered, the one in which the lowest per tire mile cost was experienced was one that has no heavy grades, and where also high speed was not practised. The tire equipment there was the lightest, on the general average, of any of the cities observed. The cost per tire mile was only .0032 cent, or per truck mile .0128, while the ton-mile cost was .0048. This would indicate that the average load in that city was somewhat over 5,000 pounds. As a matter of fact, most of the trucks were rated at one-ton carrying capacity and weight, and consequently they must have delivered a material overload on practically every trip. The average tire mileage achieved proved to be 12,266, which is only about 1,000 miles per tire above the general average."

The main lesson derived from the tests, therefore, was "the necessity of equipment that will return equal service on all four wheels, and as to the destructiveness of speed." Big wheels and tires are better on heavy grades, tho not so economical where roads are flat. Of all the injurious influences speed is the greatest. Under an average of 12 miles an hour, the life of a tire should be "not far from 11,000 miles, while at 20 miles an hour, it would be hardly more than 4,000 miles," at higher speed "materially shorter and extremely precarious and uncertain." Should the speed be cut down to 8 miles an hour the average life ought to be 20,000 miles. Complete data for this rate of speed are not, however, available. The writer concludes:

"The difference between the cost of the first speed as against the second may be stated as follows: At 20 miles an hour, suppose that 4,000 miles are delivered at a tire cost of $200, the cost per mile per tire would be .0125 and per truck-mile and ton-mile .0500. With the same equipment at 8 miles an hour, delivering 20,000 miles the tire-mile cost would be .0025 and the truck- and ton-mile costs .0100. That is a difference of 4 cents per ton-mile on tires alone. Added to this difference must be considered the difference in maintenance, which would be even more striking."

THE OUTLOOK FOR NEXT YEAR

Reports from Detroit, the largest manufacturing center for motor-cars, as printed in *Motor Age*, indicate optimistic views as to the business of 1912. One of the largest companies, at a recent conference, "decided on a considerable increase in its schedule of production." In the present year the rate of production by this company was "greatly cut, the result being that several factories were unable to meet the demand." The increase decided on for next year is not likely, however, to reach a total so heavy as that for 1912. Another company, making high-priced cars, reported for April "the largest number of orders in the history of the plant's business. Some 500 cars of 1912 model from this company were ordered. Another Detroit company, which produces an inexpensive car, expects in 1912 to produce about 50,000 cars. Another company has recently been turning out 75 cars per day. Still another "has been behind orders all spring and

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ELECTRONIC REPRODUCTION PROHIBITED

unable to get materials faster than at the rate contracted for in the winter."

THE COMPARATIVE COST OF TRUCKS AND TEAMS

One of the latest estimates of the respective costs of trucks and teams when doing the same amount of work reaches this office from one of the largest companies in Detroit. The results tabulated were obtained by a milling-company in Cleveland, with one motor-truck running for 25 days during April of this year:

DAY	LOADS	MILEAGE	RUNNING-TIME	WEIGHT CARRIED
1	3	30	3 h.	25,400
3	3	31	3 " 30 m.	24,000
4	3	37	4 " 30 "	26,600
5	3	34	4 " 15 "	25,600
6	2	37	4 " 30 "	18,800
7	3	32	3 " 30 "	23,800
8	2	25	3 "	16,600
10	3	38	4 "	16,400
11	3	29	3 " 30 "	24,200
12	2	25	3 "	12,000
13	3	38	4 "	18,000
14	3	23	3 "	26,200
15	2	33	3 " 30 "	16,200
17	6	26	3 "	56,600
18	2	25	3 "	15,300
19	3	25	2 " 20 "	24,400
20	3	35	4 "	22,770
21	3	26	3 "	24,824
22	2	31	3 "	16,800
24	4	40	4 " 30 "	32,400
25	3	35	4 "	27,016
26	2	28	3 "	17,800
27	3	40	4 " 30 "	21,400
28	3	24	3 "	23,468
29	5	42	5 " 45 "	43,540
25	81	789	90 h. 10 m.	600,318

Gasoline used, 271 gallons; lubricating-oil, 25 qts.; driver paid, $2.50 a day; a cost of $.068 per barrel for cartage.

AVERAGES FOR TWENTY-FIVE DAYS' HAULING WITH ONE MOTOR-TRUCK

Average loads per day 3¼
" mileage each load 9.74
" " " day 31½
" running time each day ..... 3 hr. 36 min.
" weight carried daily ..... 12 tons
" " " per load ..... 3 7/10 tons

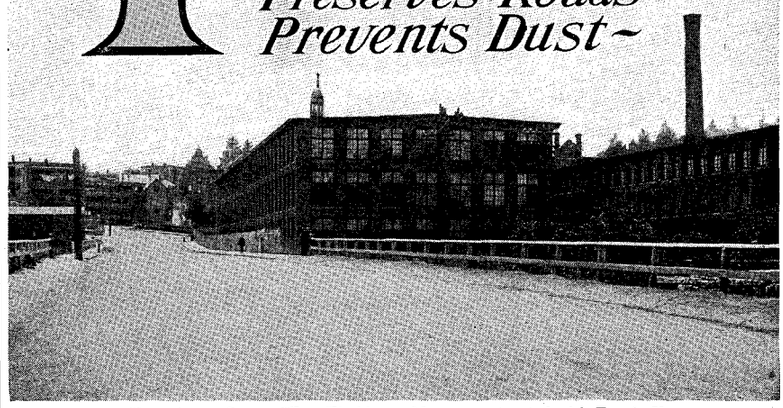
The average cost per barrel cartage being $.068 or less than ¾ of a cent per barrel.

The report adds that a comparison of the foregoing with the number of teams required to do the same amount of work would figure out as follows: One team, sixteen miles per day with three tons equals two teams thirty-two miles per day with three tons, or eighteen teams for thirty-two miles per day with twelve tons. The initial cost of the team outfit is estimated at $7,200, and that of the four-ton truck at $4,500." A comparative table is then presented between a four-ton truck and teams:

	TRUCK	TEAMS
Wages for 8 drivers @ $2 per day, 25 days...		$400.00
One driver @ $2.50 per day, 25 days.....	$62.50	
Upkeep, including tires	119.20	90.00
Storage and barn-room.....	10.00	75.00
Depreciation 15% @ per annum		73.30
Depreciation 20% @ per annum	62.20	
Interest 6% on cost.....	18.25	30.00
Oil, gasoline, and dope	40.00	
Veterinary, shoeing, etc.....		40.00
	$312.15	$708.30
		312.15
Savings for 25 days.....		$396.15
Savings for 1 day.....		15.84

The report adds that the estimate for storage and barn-room is "based on the truck at one-eighth of the space required at the same rental as eight teams; whereas the actual difference would probably be one-sixteenth or one-eighteenth, as with eight teams there would have to be at least two horses for reserve, whereas if the truck is purchased from a concern who guarantees delivery or furnishes service-wagons in case of accident,

Tarvia
Preserves Roads
Prevents Dust



Westminster Street, West Fitchburg, Mass., constructed with Tarvia X.

Fitchburg's Experience With Tarvia

FITCHBURG, Mass., has solved the problem of road maintenance and dust prevention. For old roads requiring only a superficial treatment Fitchburg uses Tarvia B, while for more thorough renewals Tarvia A is used.

Fitchburg's experience with Tarvia dates from 1908. Three sections of road, aggregating a mile in length, were built with Tarvia A as a binder.

Writing in the Municipal Journal of July 6, 1910, Mr. David A. Hartwell, the City Engineer of Fitchburg, states: "The work laid in 1908 has passed through two winters and is in such excellent condition that there is no question about continuing this class of work in Fitchburg."

He also states: "In 1908 about 10,000 square yards of old macadam road in a number of streets were treated with Tarvia B at an expense of 7.2 cents a square yard.

"This work was very successful and highly satisfactory. While such treatment is only designed as a superficial treatment, and was applied as a dust preventive, yet after about two full years of service much of it is in excellent condition.

"The abrasion of the stone from traffic is much less, and so the life of the road has been lengthened as well as the nuisance of dust largely abated."

Scores of towns have learned the same lesson that Fitchburg has and are using one of the three Tarvia treatments yearly on enormous areas to preserve their roads and prevent dust.

Illustrated booklets regarding same on request.

BARRETT MANUFACTURING COMPANY

New York Chicago Philadelphia Boston St. Louis Cleveland Pittsburg
Cincinnati Kansas City Minneapolis New Orleans Seattle London, Eng.

TRADE B MARK

THE ZIG ZAG AUTOMATIC STROPPER

$1.00
Complete
With Fine
Horsehide Strop

Makes Old Blades Like New
Makes New Blades Sharper Than Before

Get this new stropper if you wish to experience the cleanest, most luxuriously easy shave you have ever had with your safety razor. One model strops every standard make of safety razor blade, and does it the natural way, with the same light, easy draw stroke the barber uses.

"The Curve Cut Strop Gives the Barber's Stroke"

Strong, compact, light, simple, lasts for years. Weighs less than 4 ounces, folds to pocket size. Sold by leading druggists, hardware and other dealers everywhere in the United States for $1.00; in foreign countries $1.50, or sent prepaid from factory on receipt of price. Send for free booklet, "No More Dull Blades for Me."

GIBFORD SPECIALTY CO.
278 Jefferson Ave. Detroit, Mich.

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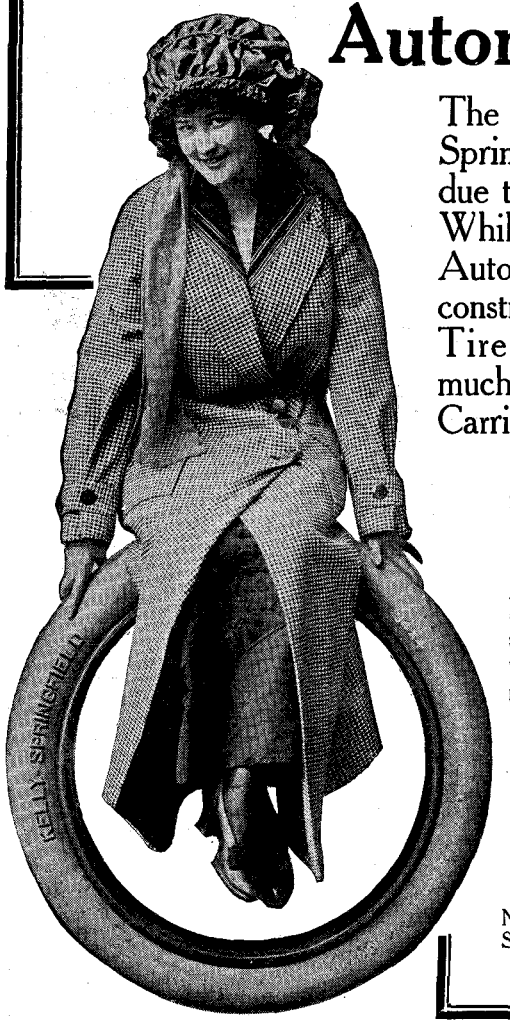
Kelly-Springfield Automobile Tires



The endurance of the Kelly-Springfield Carriage Tire was due to the rubber composition. While the Kelly-Springfield Automobile Tire is a different construction from the Carriage Tire, quality counts just as much there as it did in the Carriage Tire.

I desire to express the perfect satisfaction the two Kelly-Springfield casings you sold me have given. I have now run the tires over 8,000 miles on the rear wheels of the machine, and have had 2,000 miles use out of them since changing them to the front wheels, and they look good for many more miles.

L. E. KINCAID, Manager,
Oakland Fence Construction Co., Oakland, Cal.

Specify Kelly-Springfield Tires on your automobile. They cost no more than any first-class tire and are better

Consolidated Rubber Tire Co.
20 Vesey Street, New York

BRANCH OFFICES:
New York, Chicago, Philadelphia, Boston, St. Louis, Detroit, Cincinnati, San Francisco, Los Angeles, Cleveland, Atlanta, and Akron, Ohio

This label is on the genuine **Pantasote** The Best TOP MATERIAL

CAUTION TO PURCHASERS OF TOPS

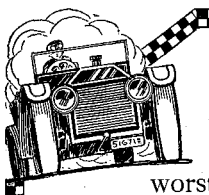
Pantasote is a top material of recognized high and uniform quality and a product made only by us. Many unscrupulous dealers misrepresent as PANTASOTE cheap inferior materials to increase their profits—at the purchaser's expense. To the average person these substitutes when new look somewhat like *Pantasote*.

To prevent fraudulent substitution insist upon the label as shown above—dealers receive these labels free with every yard of Pantasote, leaving no excuse for not using them.

PANTASOTE is superior to mohairs for many reasons—two in particular, the impossibility of cleaning them and the ruination of their interlining gum of very impure rubber by exposure to grease or sunlight, as are tires.

Send postal for booklet on top materials and samples.

THE PANTASOTE CO. 60 Bowling Green Bldg., New York



Friction

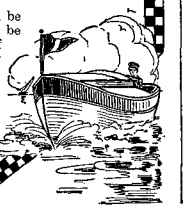
is the motor's worst enemy. But *perfect* lubrication *kills* friction. Panhard Oil is a *perfect* lubricant. Therefore use

Panhard Oil

and your motor will be in the Safe, Sound and "Ripe Age" class.

Don't merely ask for a "*good* lubricant"—say PANHARD OIL to the dealer *and insist on it*. Sold in "Checkerboard" cans and in bulk.

This matter of MOTOR LIFE will be made clear to you—and you will be helped in *judging* a motor oil—if you write for my booklet "Motor Lubrication." Free if you give your dealer's name.



GEORGE A. HAWS
68 Pine St., New York
Dealers, Write For "Help Sell" Plan.

there would be no barn-room or garage needed except for the one truck."

MONEY GOING INTO GOOD ROADS

An estimate, prepared at the Public Roads office in Washington and summarized in *The Automobile*, indicates that this year will prove "a banner year in road-building." Never before has so large a sum been available for roads. The funds have been derived from local taxation, issues of bonds, State appropriations, and private subscription, and make an aggregate of $140,589,356, which, exclusive of Sunday and legal holidays, indicates an average of about $1,000,000 a day for the road business season. It is not unlikely that this sum will be materially increased since, in several States, counties are agitating bond issues and may vote favorably on them during the year.

The Automobile prints, by State, summaries of the funds that will become available in each for good roads. In Alabama, for example, bonds have been voted for $1,330,000. In Colorado, there is agitation favoring the issue of $10,000,000 in bonds. In Connecticut the appropriation promises to be about $2,000,000, with perhaps an equal sum from local sources, and a possibility of a bond issue of $3,000,000. Maryland has a bond issue of $5,000,000, of which $1,000,000 will be available this year, with local and other revenues amounting to $1,250,000. In Massachusetts, $500,000 has already been appropriated, while from licenses something over $300,000 will be obtained and from local revenues probably as much as $2,500,000. In New Jersey it is believed that last year's appropriation of $300,000 will be considerably increased and that the local revenues will reach $3,500,000. In New York the appropriations for 1911 have not yet been made. Last year they were $2,500,000 for State aid and another $2,500,000 for trunk-line roads. There is also hoped for a local revenue by counties of $7,000,000. A few years ago this State issued $50,000,000 in bonds. These items are examples of the work in which every State seems now to be participating.

THE MAKING OF TRUCKS

An article setting forth some of the differences between manufacturing motor-trucks and building pleasure cars was recently printed in the New York *Evening Post*. Such differences are notable and are shown in the experience of one of the large manufacturing firms, which are set forth in detail. This firm began experimental work on commercial vehicles in 1904, and after spending about $200,000 began active operations in the summer of 1905. Owing to the solid rubber tires used on motor-trucks, excessive vibration is created, leading to serious harm to delicate machinery. Incompetent drivers are a further menace. Because of these two factors, this firm "decided to create, if possible, an absolutely fool-proof chassis." The problem was to produce a chassis that would require the least amount of attention on the part of the driver, that was strongly constructed in order to stand up against heavy work, and yet not to make it too heavy to impair its efficiency. Following are further details:

"One of the first parts of the chassis which was attacked was the gear-box. The gear-box consists of an aluminum casing, in which are three parallel shafts. The central one is the main shaft, coupled at its forward end to

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the engine. Twelve gear-boxes were sealed by experts, the experts having the opportunity of choosing from some thirty of the firm's chassis owned by customers. The object of sealing the gear-boxes up was to prove that no mechanical adjustment would be necessary for a considerable period.

"Accessibility of all parts is one of the leading features in truck construction, and some special points of interest are to be noticed in the method of supporting the fan, the lubrication of the water pump, the manner of attaching the water-circulation pipes, the system of ignition wiring, and the mounting of the magneto. The clutch calls for special remark: This is of the leather cone type, is of large diameter, fitted in halves, and thus is easily removed.

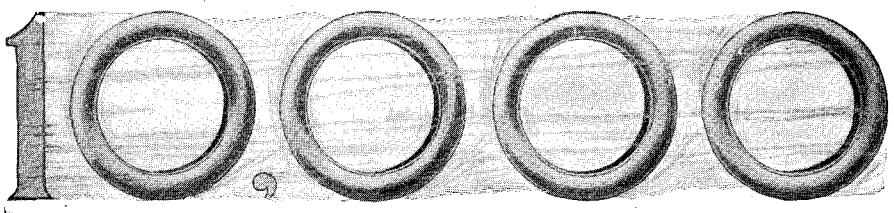
"The petrol-tank is of gravity-fed type, fixt under the driver's seat, with gage and special screwed-down needle valve to turn off the petrol from the driver's seat. The inlet is fitted with a strainer of special construction. The unions of all pipes are of interest. No brazed or separate collars are used. A ring which forms the joint is forced up out of the pipe itself by special machine, thereby entirely avoiding the weakening of pipe which always occurs when it is brazed into a liner. The consumption of gasoline on a three- to four-ton truck works out, taking the rough roads with the smooth, between seven to eight miles to the gallon."

TRICKS OF THE SECOND-HAND TRADE

An article on the above subject, that was prepared with particular care, is printed in *The Automobile*. It deals with the selling phases of the subject as well as the buying ones. The writer insists that, in either case, a layman should seek the advice of some competent person who can advise him if he is not conversant with the proposition before him. Buyers should always be "prepared to spend time and money before actually making a purchase." They will find it unwise to seek advice from a friend "because if the car breaks down so does friendship." Probably the first question one should ask is why the previous owner disposed of his car. Many are the reasons which are likely to be given in answer as one goes about making a tour of second-hand dealers. These reasons are seldom of much help as to the condition and value of a car. In the advice which this writer gives, are the following points:

"If the buyer starts on his peregrinations with the idea that New York, or any other city for that matter, is hiding gold dust in the shape of automobiles that can be had for the price of silver, he had better return to his native State, and have another guess. There are no doubt reputable firms selling second-hand cars who will not place on their books anything they do not consider, after examination, to be in good condition; but, sad to relate, they are few and far between. One has to be prepared in the second-hand car hunt to come in contact with the unscrupulous class of dealers.

"A golden rule, and one that will never fail, is to hold on tight to any money until the car is out in the street throbbing ready for delivery. Deposits are not to be considered under any circumstances; if some one else comes along and buys the car over one's head, be thankful that he got it. If a car is being offered at a low price through a dealer there is something the matter with it. He is not a philanthropist and usually exacts his pound of flesh. Business is business with him and if he can buy a car for $500 and it is worth $1,000, $995 would not tempt him very much. The first prize quoted is invariably a *ballon d'essai*, to feel the pulse of the buyer. A counter-offer is



Miles without Stopping

A BIG automobile manufacturer wanted to show just how good his motor was. To do this, he determined to give it the severest test *any* motor had ever had—*10,000 miles without stopping*. (Name on request.)

That test, to be successful, demanded perfect lubrication. He could not afford to take any chances—this was not a time to experiment with untried, unproved oils and greases.

Guess what lubricant that big automobile builder chose?

KEYSTONE
TRADE MARK
Reg. U.S. Pat. Off.
GREASE

Yes, he chose Keystone Grease and Keystone Motor Oil—and his motor completed the 10,000 miles in good shape—without a single stop.

He chose Keystone Grease because it had *proved* to have a lower friction test than any other lubricant on the market.

Keystone Grease always lubricates perfectly—never becomes gummy—and keeps its original consistency under all speeds, pressures and temperatures.

KEYSTONE MOTOR OIL

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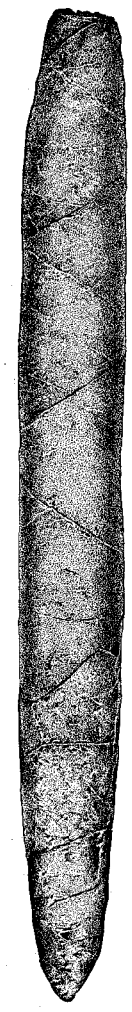

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"Before purchasing a second-hand car it should undergo a critical mechanical examination at the hands of an expert.

"The first place to look at on a car is the gear-box. 'Have the lid removed after other smaller preliminaries have been gone through with, such as starting the motor and feeling the steering for backlash and a glance at the upholstery for wear due to friction. If it is worn, somebody must have sat on it sufficiently long to wear it—a good indication of 5,000 miles running.

"If the gears are not in good condition, beware! They are an excellent barometer—a good piece of metal, properly treated, should not show much evidence of wear after 20,000 miles; consequently they can not be taken as a means of telling age. But if the material is poor, 2,000 miles will show the ravages of wear or carelessness in the previous owner's hands. Both are equally bad, and the car should be immediately 'passed up.'

"There are three methods of disposing of second-hand cars; first, by private treaty, where the seller acts as his own agent, inserting advertisements in such periodicals and daily papers as make a specialty of such advertisements. The method of procedure is to fix a price that one is prepared to take for the car and draft a truthful advertisement stating the make, horse-power, year of manufacture, type of body and accessories that form part of the equipment. The price may be stated or not, as the seller chooses, but it is usual when stating a price to allow a margin for counter offers and eventual commissions. A large proportion of the resulting replies are from brokers and dealers who either offer to sell the car on commission or who say they have a purchaser for such a car as the one advertised. Others are bolder and offer to buy the car outright. Others again will offer to take the car in and house it free and sell it.

"Wherever possible it is as well to deal with the intending buyer direct. The buyer prefers it and feels more at home. Offer to have the car inspected by an expert, but should this gentleman make any overtures with reference to a commission for his services, so that he is serving two masters, it is the duty of the seller, in fairness to himself and to the man who is employing him, to inform the prospective buyer of what has taken place. The buyer will be very thankful for such knowledge and will be more inclined to believe the seller than his 'expert.'"

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To aid you in selecting the particular Thermos article you need, send a postal card for our interesting illustrated 46-page Booklet. It is *FREE*—write *NOW*.

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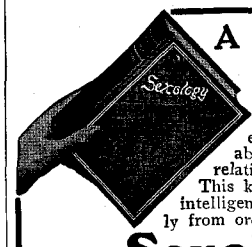

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(*Illustrated*)

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Write for "Other People's Opinions" and Table of Contents

Puritan Pub. Co., 777 Perry Bldg., Phila., Pa.

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CURRENT POETRY

MODERN poetry is running to nerves and is becoming introspective to a degree. We would like to select a typical group of present-day poems and compare them with the care-free cavalier songs of the Elizabethans—with such lyrics as "Pack, Clouds, Away!" "To Althea from Prison," "Why so Pale and Wan, Fond Lover," "Ask Me No More," and like songs by Heywood, Donne, Ben Jonson, Campion, Richard Lovelace, Beaumont and Fletcher. Between this old galaxy of singers and our contemporary poets lies the grim history of the Puritans, and this fact alone accounts for many changes.

Of late the muse of poetry seems to be developing pathological symptoms. Three poems in the current magazines verge on the divided personality. One by Fannie Stearns Davis, called "Myself and I"—too long for reprinting—another named "My Body and I," and a third entitled "Know Thyself."

The last-mentioned poem, from *The Cosmopolitan*, is a magnificent and heart-inspiring song. The author eulogizes man's higher personality, that "dim dictator," which seems to stand behind each human being, an observer and onlooker, unmoved—not a participator in his actions—man's immortal self that neither changes nor grows old. "We do not judge you from your habit or whim," says Emerson, "we are always looking through you to the dim dictator behind you."

This poem was first read in manuscript form at a meeting of the Poetry Society of America.

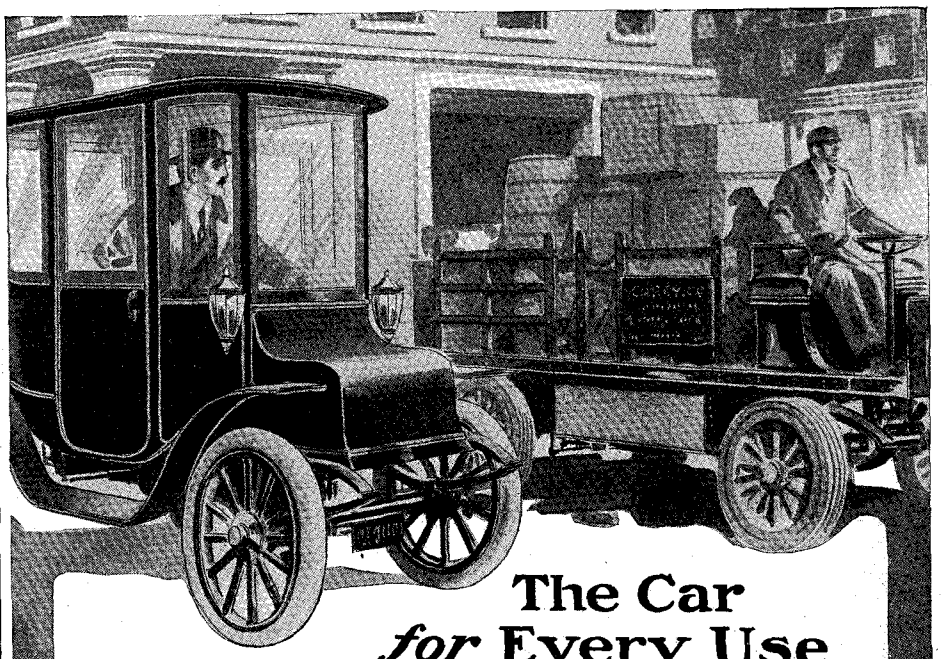
Know Thyself

BY ANGELA MORGAN

Reined by an unseen tyrant's hand,
  Spurred by an unseen tyrant's will,
Aquiver at the fierce command
  That goads you up the danger hill,
You cry: "O Fate, O Life, be kind!
  Grant but an hour of respite—give
One moment to my suffering mind!
  I can not keep the pace and live."
But Fate drives on and will not heed
The lips that beg, the feet that bleed.
Drives, while you faint upon the road,
Drives, with a menace for a goad;
With fiery reins of circumstance
Urging his terrible advance
The while you cry in your despair,
"The pain is more than I can bear!"

Fear not the goad, fear not the pace,
Plead not to fall from out the race—
It is your own Self driving you,
Your Self that you have never known,
Seeing your little self alone.
Your Self, high-seated charioteer,
Master of cowardice and fear,
Your Self that sees the shining length
Of all the fearful road ahead,
Knows that the terrors that you dread
Are pigmies to your splendid strength;
Strength you have never even guessed,
Strength that has never needed rest.
Your Self that holds the mastering rein,
Seeing beyond the sweat and pain
And anguish of your driven soul
The patient beauty of the goal!

Fighting upon the terror field
  Where man and Fate come breast to breast,
Prest by a thousand foes to yield,
  Tortured and wounded without rest,
You cried: "Be merciful, O Life—
  The strongest spirit soon must break
Before this all-unequal strife,
  This endless fight for failure's sake!"
But Fate, unheeding, lifted high
His sword, and thrust you through to die.
And then there came one strong and great,
Who towered high o'er Chance and Fate,



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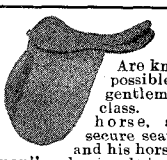

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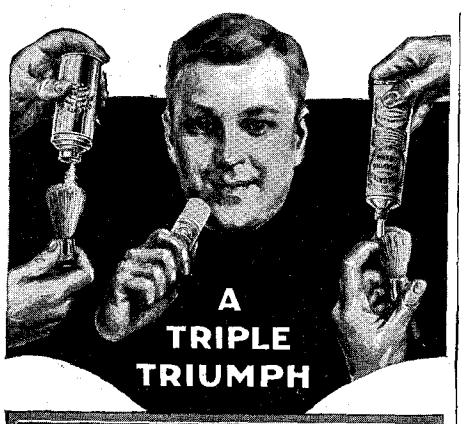

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Write for Booklet G.

Who bound your wound and eased your pain
And bade you rise and fight again.

And from some source you did not guess
Gushed a great tide of happiness—
A courage mightier than the sun—
You rose and fought and, fighting, won!
It was your own Self saving you,
Your Self no man has ever known,
Looking on flesh and blood alone.
The Self that lives as close to God
As roots that feed upon the sod.
That one who stands behind the screen,
Looks through the window of your eyes—
A being out of Paradise.
The Self no human eye has seen,
The living one who never tires,
Fed by the deep eternal fires,
Your flaming Self, with two-edged sword,
Made in the likeness of the Lord.
Angel and guardian at the gate,
Master of Death and King of Fate!

"My Body and I" is from a page of verse by Richard Wightman in *The Success Magazine*. The poet speaks of our bodies as machines that are used until worn out and are then pitched into rubbish heaps.

My Body and I

BY RICHARD WIGHTMAN

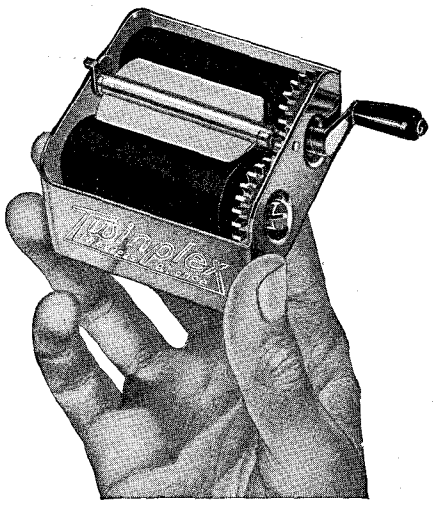
I got this body in the Fleshing Shop
  When it was small and pudgy-like and red;
No teeth it had nor could it stand erect—
  A fuzzy down grew sparse upon its head.
At sight of it the neighbors stood and laughed,
  And tickled it and jogged it up and down;
Then some one put it in a little cart,
  And wheeled it gaily through the gaping town.
When it grew bigger and could walk and run,
  I wet it in the pond above the mill,
Or took it to a building called a "school,"
  And there I had to keep it very still.
And later, when its muscles stronger grew,
  I made it sow and reap to get its grain,
And tanned it in the summer's fiercest suns,
  And toughened it with wind and cold and rain.
It served to keep me near my friend, the Earth,
  It helped me well to get from place to place,
And then, perhaps, a tiny bit of me
  Has sometimes worked out through its hands and face!
How long I've had it! Longer than it seems
  Since first they wrapt it in a linen clout,
And now 'tis shriveled, patched and breaking down—
  I guess, forsooth, that I have worn it out!
And *I*? Oh, bless you! I am ever young.
  A soul ne'er ages—is nor bent nor gray,
And when the body breaks and crumbles down—
  The Fleshing Shop is just across the way!

Here are some lines—we find them in the Philadelphia *Ledger*—that in eerie music and romantic imagination suggest the fantasmal dream-pictures of Kubla Khan. "The Shell" is an extraordinarily beautiful piece of work.

The Shell

BY JAMES STEPHENS

And then I prest the shell
Close to my ear
And listened well,
And straightway like a bell
Came low and clear
The slow, sad murmur of distant seas,
Whipt by an icy breeze
Upon a shore
Wind-swept and desolate.
It was the sunless strand that never bore
The footprint of a man,
Nor felt the weight
Since time began
Of any human quality or stir
Save what the dreary winds and waves incur.
And in the hush of waters was the sound
Of pebbles rolling round,
Forever rolling with a hollow sound.
And bubbling seaweeds as the waters go
Swish to and fro



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Better still, take a Twinplex home and try it yourself for 30 days. Your dealer will refund your money if you don't want to keep it.
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penetrate to the scalp. The finest imported brushes. Made in all styles, woods and prices.
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Their long, cold tentacles of slimy gray.
There was no day
Nor ever came a night
Setting the stars alight
To wonder at the moon:
Was twilight only and the frightened croon,
Smitten to whimpers, of the dreary wind
And waves that journeyed blind—
And then I loosed my ear—oh, it was sweet
To hear a cart go jolting down the street!

The poetry of Henry Van Dyke, even the verse that he selects and translates, has a ruffled-shirt aristocracy that reminds us of powdered wigs, lace cuffs, and soft, white hands. Each one of his poems stands before the mirror and revolves upon itself in conscious beauty. Beauty, to be convincing and enduring, must have its roots deep in the non-beautiful, but with the non-beautiful the poems of Van Dyke have absolutely nothing to do.

The "Old Bridge" (from *The Atlantic Monthly*) is freely rendered from the French of Auguste Angellier.

The Old Bridge

By Henry Van Dyke

On the old, old bridge, with its crumbling stones
All covered with lichens red and gray,
Two lovers were talking in sweet low tones:
And we were they !
As he leaned to breathe in her willing ear
The love that he vowed would never die,
He called her his darling, his dove most dear:
And he was I !
She covered her face from the pale moonlight
With her trembling hands, but her eyes looked through,
And listened and listened with long delight:
And she was you !
On the old, old bridge, where the lichens rust,
Two lovers are learning the same old lore;
He tells his love, and she looks her trust:
But we,—no more!

A patch of classic color from the London *Daily News*.

A Classic Sky

By A. W.

Archipelagos of cloud,
Golden stranded Isles of Greece,
Hills and forests purple-brewed,
Shipwrecked bales of golden fleece;
Attic heroes seem to ply
Through the wan, still sky.

Slowly spreads the rising flood,
Lapping up the shining strand,
Choral groves, and fields of blood,
Climbing hills of shadowland;
So the lips of Lethe sweep
Greece into the deep.

Shaemas O'Sheel is a young man and a Celt—two facts that explain the tone of sadness in his poetry. These lines were in the New York *Sun*.

The Poet Sees That Truth and Passion Are One

By Shaemas O'Sheel

Time passes; all things temporal pass with it,
Naught holds; our joys are Mayflies, and they die
After a little flutter of wings; our hopes
Fade fast as winter twilights; and our firm
Fixt purposes are lamps that flicker and fail.

Why do we keep the helm of this barque
That can but toss on cruel seas of change?

Always above the unquiet clouds we see
One star that is more than fixt, being everlasting,
One fire that hides no treacherous thing at heart,
And will not sink to ash or grimy wick
When tired God blows out the lights of time;
Somehow we can not falter nor turn back
Nor seek the senseless calm beneath the waves
While fire calls to fire and we feel
That these blown flames our hearts are wandering sparks
Of that eternal star altho its name
Is truth, and passion is our word for these.

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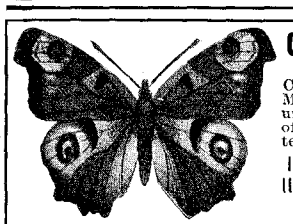

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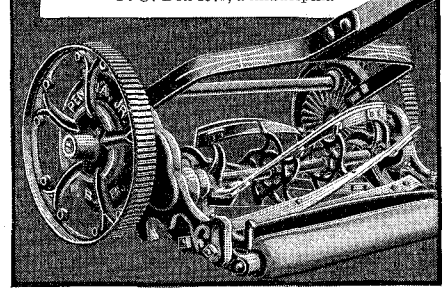

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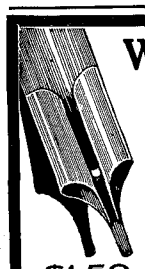

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PERSONAL GLIMPSES

THE FIRST OF THE SUFFRAGISTS

THE Rev. Dr. Anna H. Shaw is the most noted of the suffragists. She is not only talked about, but does a deal of talking herself, and in the past few years has "argued, coaxed, or forcibly persuaded" many thousands of converts to the cause—many of these women, and still many more men. But her early life was a hard one, and converts then were few. Her parents in particular, says the New York *Sun*, objected to her "dreams and ideals" and still more to the four years in the theological and medical schools of Boston University which she was so intent on taking, and which like a true-born suffragist she did take. But bothers there surely were:

She lived in an attic without any fire—in a Boston winter. She studied in bed to keep warm, her breath making frosty clouds upon the air. She had not food enough to satisfy hunger. She had not clothes enough to keep warm. Her stockings showed through holes in her shoes. She supported herself throughout the entire course by preaching and lecturing. But so many places did not pay her anything that she could average only $3.50 a week. Not much like the way Patty goes to college nowadays.

One day she was sitting on the stairs. She had sat down because she felt too weak to get to the top. A woman whom she knew slightly came along and asked her why she was sitting on the stairs. When she found out she went away and borrowed $91 from another woman and gave it to Miss Shaw with the proviso that she was never to know from whom it came. That was the only help she had through her course. She repaid the money after she was graduated and never knew who lent it. . . . . .

Miss Shaw took the medical course because during her theological course she did missionary work in Boston. She found, to use her own words, that she "had nothing the people wanted." They did not want either her theology or her gospel. They wanted help in their material lives. She took the medical course in order that she might give them free medical treatment.

It was as a missionary doctor and preacher in the slums of Boston that Miss Shaw became convinced that there were certain defects in an all-male government which called for political power in the hands of women. She had always believed in woman suffrage. Now she decided to work for it. She began to speak for the Massachusetts Suffrage Association and from that grew her national work.

The Methodist Episcopal Church in which she had been a local preacher refused to ordain Miss Shaw on account of her sex. But the Methodist Protestant Church made her a full-fledged preacher, and she is a member of a New York conference of that denomination to-day.

Dr. Shaw could have gone on holding little country charges all her life for the reason that the churches that employed her could not get any man as good as she was for the same money. But she soon saw that all avenues of advancement in the church were closed to her. She saw young men no better equipped than herself and not in the least brilliant speakers go on and up to important charges

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while she was left to vegetate at Smith's Four Corners.

Into only one pulpit was she admitted outside her own, and that was because an old minister was ill. For many weeks she took his service in addition to her own, driving many miles each Sunday to cover the two. She turned the whole salary for the period over to him and when he got well he voted against her ordination. The suffragists wanted her more than the church did and gradually she gave up her entire time to them.

Miss Shaw has spoken in almost every State in the Union and in almost every important city. She has addrest both houses of Congress and the legislatures of nearly all the States. She was the first woman preacher to preach in Berlin, Amsterdam, and as an ordained minister in an orthodox church in England. And finally her father forgave her. The first time he heard her preach he walked twelve miles to do it and when he sat on the platform and heard her preach the sermon at the Woman's Congress at the Columbian Exposition he told her that it was the happiest day of his life.

WHY DONOVAN BECAME A PRIZE-FIGHTER

THE oft-argued point as to whether Colonel Roosevelt would not have made a better prize-fighter than President has been tactfully settled by "old Mike Donovan," the Colonel's former instructor, who states that if not better, the President would have surely turned out "just every bit as good." The old gladiator settled a few other ring controversies, and incidentally "took time out" to tell a New York *Herald* reporter the two peculiar and all-important reasons why he himself chanced to enter the ring. Says Donovan:

I had a funny habit when I was a kid on the lots of Chicago. I always took up with boys that were physically weak and deficient. I had a weakness for weak boys. I made friends with fellows that had one arm or one leg or were blind of an eye or were humpty-backed. The lots of Chicago were tough pastures in those days, and many of these cripples had been hurt in battles there.

I used to like to fight for them. One of the worst fights I ever had was for a kid, name of Cavanaugh. He was blind of an eye—somebody had kicked him in it when he was fighting one day. He got in a scrap with a kid, Stanton, and I took his part. How well I remember both names!

That was the toughest fight I ever had. None of my regular ring-fights ever equaled it. The other kid and I fought all over the lot for two hours. Once he got me down and nearly kicked my head in. See that scar?"

"Mike" pointed to a particular scar on his battle-scarred face. It was a half-century old at the least. Then he went on:

I got that from Stanton, the tough kid of the Chicago lots. Finally I managed to get up and I licked him, but I was all in myself. Those were the days when a "lickin's a lickin'," and no one was whipt until he yelled, "I'm licked."

It was the same as the second throwing out the sponge nowadays. And I thought the kid Stanton was never goin' to give up that day. When he finally did the other one—the one blind of an eye that I had been fighting for—helped him home. So I fought my way through the Chicago dumps by taking the parts of physically deficient boys. Finally some one wanted to put me on in a

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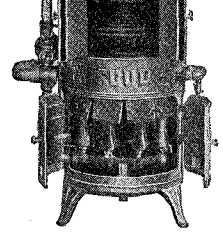

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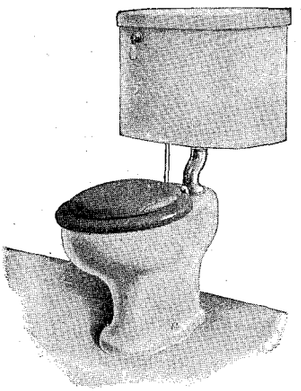

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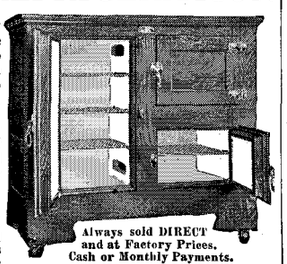

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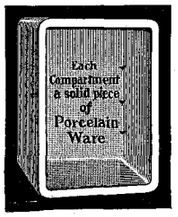

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regular fight—bare fists, you understand. There were no mollycoddles in the prize-ring in those days. Then I decided to make prize-fighting my business until some one licked me. I beat all the professionals that they put me up against. I had a good name for it. You know, I believe that name, "Mike" Donovan, has scared half of the ones that I have gone up against. You see, I was born lucky. A kid born with a name like mine comes into this world with a boxing-glove in his mouth instead of a silver spoon. That was the second thing responsible for me becoming a prize-fighter—my name."

So much has been written of the "tricks of the trade," that the reporter could not help sliding in a question or two sideways. "Mike" was at first too disgusted to reply, but at length blazed away in this ominous style:

Listen. I'm going to tell you that I have seen just as much politeness in the prize-ring as at a tea in the Ritz-Carlton, and I have been both places.

I was fighting "Jim" Murray at Delaware River, just outside of Philadelphia. There is his picture up there, and a fine man he is, too. He gave me that picture, and I wouldn't part with it for anything in the world, not even Mr. Rockefeller's millions. You know money doesn't bring you so much, anyway.

That guy gave me the hardest fight of my life. Because we were afraid of the authorities we could not have a ring and were fighting in a cleared space on rough ground, with nude fists. In one corner of the lot was a stump—an ugly thing which had been splintered by lightning. Murray rushed me and had me going for a minute. He was backing me into the stump. I didn't know that it was there and was giving ground. The crowd separated and Murray's backers shouted:

"Rush him, Jim. Now you got him. Knock him over the stump."

Did he do it? No. He stept back away from me.

"Come back here, 'Mike,'" he said. "There's a bad stump behind you and you may fall over it and hurt yourself."

I looked around, saw it for the first time, and walked away from it. He could have rushed me and won the fight then. I never received so much punishment in my life as I did in that fight. He is a great man. There was decency in the prize-ring among the old school.

"No, I don't like to talk about the tricks of the trade," said Donovan, after a long, reverential silence. After all, he added:

What's a glove dipt in rosin? The worst that it can do is to scratch a man, and what's a scratch? What's conversation? It's the blow on the jaw that counts, the square jolt on the point of the chin which shakes a man. It is said that "Terry" McGovern was beaten by "Young Corbett" because the latter made him lose his temper by talking to him. That may be so. But I believe in the blow on the jaw. And I repeat that I would rather have Murray for a friend—the man who punished me more than any other fighter ever did—than have Mr. Rockefeller's money. . . . .

See that worst scar? That's the one "Jim" Murray gave me in our fight. And you may talk of tricks, but the punch that closes an eye or shakes the jaw is the best trick that I know.

Asked which scar Colonel Roosevelt had given, Donovan just smiled, put up his guard, and worked a shift.

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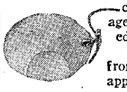

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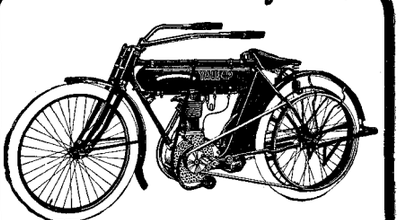

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TOTTIE (wearily)—"I wish he were here now."—*Variety Life.*

The Feminine "Touch."—WIFE—"Wretch! Show me that letter."

HUSBAND—"What letter?"

WIFE—"That one in your hand. It's from a woman, I can see by the writing, and you turned pale when you saw it."

HUSBAND—"Yes. Here it is. It's your dressmaker's bill."—*New York Evening Mail.*

A Case of Case.—TEACHER—"Sammy, in the sentence 'I have a book,' what is the case of the pronoun I?"

SAMMY (promptly)—"Nominative case."

TEACHER—"Next boy, tell me in what case to put the noun 'book.'"

NEXT BOY (thoughtfully)—"Bookcase."—*Tit-Bits.*

More Costly.—SAILOR—"Want to buy a parrot, lady?"

LADY—"Does he swear?"

SAILOR—"No; this one don't, but if yer want to pay five bob more I kin get yer a very choice article wot do."—*Tit-Bits.*

An Act of Kindness.—WEARY VOICE FROM DOORWAY—"My dear sir, I have absolutely no objection to you coming here and sitting up half the night with my daughter, nor to you standing on the doorstep for three hours saying good night. But in consideration for the rest of the household who wish to get to sleep, will you kindly take your elbow off the bell push?"—*London Opinion.*

A Warning.—The owner of a large library solemnly warned a friend against the practise of lending books. To punctuate his advice he showed his friend the well-stocked shelves. "There!" said he. "Every one of those books was lent me."—*Lippincott's.*

Quite Voluntary.—"My good man, how did you happen to be thrown out of work?"

"I got out," replied Weary Wombat with dignity. "I didn't have to be thrown out."—*Louisville Courier-Journal.*

The Man from Missouri had to be "shown"

He was ready to consider a new and modern heating system for his residence, *but* he was a trifle slow to accept the arguments of the salesmen who called. Back in the Ozarks, the fuel of his boyhood had been pine-knots in the open fireplace of stone and mud-mortar. When he married and moved to a plains town, he had used good cord wood in a fireplace of brick. Later he became a citizen of a river city and burned coal in an open grate. Time went on, he "waxed fat" and prospered, and now a new home was to be heated. Should it be by hot-air furnace, steam or hot water?

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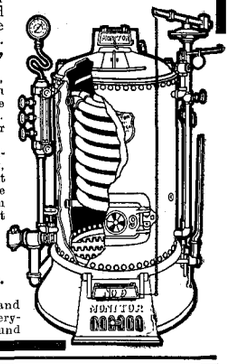

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The Literary Digest

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I look upon the work with very great satisfaction and am glad every time I look at the trees that they have had your scientifically intelligent attention. Most sincerely,

Signed (G. A. STEPHENS), Pres.

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Very truly yours,

I. D. OLIVER.

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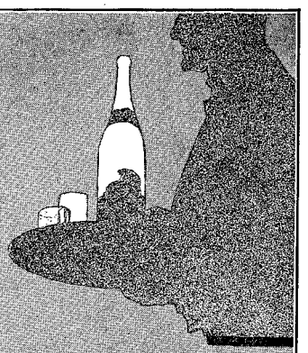

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FIFTY YEARS AGO

June 11.—An Indiana regiment defeats a force of about 500 Confederates at Romney, Va.

June 12.—The Governor of Missouri issues a proclamation criticizing the Federal Government, and calling 50,000 State troops into active service for the protection of the citizens.

The Western Virginia Convention meets at Wheeling.

June 13.—A slight clash occurs near Alexandria.

June 14.—There is a small encounter near Seneca's Mill, on the Maryland side of the Potomac.

Harper's Ferry is evacuated by the Confederates.

June 15.—General Lyon occupies Jefferson City, Mo., and the Governor and the entire military and civil government of the State move to Booneville.

June 17.—A skirmish occurs at Edward's Ferry, resulting in favor of the Union forces, and another skirmish occurs near Vienna, fifteen miles from Alexandria, Va.

General Lyon attacks the forces at Booneville, Mo., and takes possession of the town.

CURRENT EVENTS

Foreign

May 25.—The population of England and Wales is now 36,075,269, according to provisional returns of the census officials. Greater London's population is 7,252,963. The census shows the lowest rate of increase in population since enumeration was established in 1801.

Verdrine, the French aviator, wins the Paris-Madrid aeroplane flight.

May 26.—President Diaz leaves Mexico for Vera Cruz en route for Spain.

Minister De la Barra is inaugurated Provisional President of Mexico in the Chamber of Deputies. Francisco Madero issues a manifesto relinquishing that title and calling upon the people of united Mexico to support President De la Barra.

May 28.—Twelve aviators start in Paris-to-Turin 1,300-mile race.

May 29.—Sir William S. Gilbert, the British author and writer of comic opera librettos, dies suddenly at Harrow.

May 30.—Revolutionists attack the town of Chohula, Mex., and forty persons are killed.

May 31.—General Diaz sails with his family for Spain.

André Beaumont, the French aviator, reaches Rome from Paris, the first of the contestants, and winner of the $20,000 prize.

Domestic

WASHINGTON

May 25.—Justice Harlan files his dissenting opinion in the Standard Oil case, severely arraigning the views of his colleagues.

Senator Jeff Davis denounces Postmaster General Hitchcock as a despot, and demands an investigation of the Department.

May 26.—Speeches by Senator Bailey and other United States Senators indicate that the Senate favors reopening of the Lorimer case.

May 27.—John W. Gates testifies before the House Committee as to the formation of the Steel Corporation.

Senator Root's plan for election of United States Senators by a plurality vote is favorably reported by a Senate subcommittee.

The Postmaster General reports a surplus in his Department, in place of the usual deficit.

May 28.—The Tobacco Trust loses its case in the Supreme Court, whose finding is almost the same as in the case of the Standard Oil Company, save that the reorganization of the Tobacco Trust is left in the hands of the lower courts. Justice Harlan again dissents to the broad interpretation of the Sherman Anti-trust Law.

Democratic House leaders denounce Mr. Bryan's free-wool editorial in *The Commoner*.

May 31.—Attorney General Wickersham declares before a House Committee that the criminal prosecution of trusts has been made easier under the Sherman Anti-Trust Law by the interpretations of the Supreme Court.

GENERAL

May 26.—The General Presbyterian Assembly approves the report of the judicial commission finding the Rev. Dr. William D. Grant guilty of heresy and suspending him from the ministry until he recants.

May 29.—A collision of trains on the Burlington Road, near McCook, Neb., causes the death of 12 and the injury of 23 persons.

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Queries referred to this department will be answered only in the printed column, and, owing to limited space, will be selected with a view to general interest.

"J. A. M.," Felton, Pa.—"Is there any difference between universal peace and international peace?"

Two points of difference may be noted in the meanings of these two words. The first point is based upon the scope of their application. Whereas "universal" necessarily implies a reference to *all* nations, "international" may be limited in its reference to the intercourse of only two or three nations.

Whether the nation or the individual is regarded as the unit, constitutes the second point of difference. In the phrase "international peace," reference is made to the peace existing between two or more nations, the nation being regarded as the unit. "Universal peace" may refer to a peace existing between the component individuals of all nations, an all-pervading peace among men.

"F. F S.," Milwaukee, Wis.—"(1) In the sentence, 'The second set of samples has (or have) been received but has (or have) not been tested,' is the singular or plural form of the verb preferable? Is either form permissible, depending upon whether the samples are viewed individually or collectively? Reference is made to several different grades of varnish and several tests are necessary. (2) Does a plural subject always require a plural verb, as in the sentence, 'One thousand tons of coal are covered by the contract'?"

(1) The agreement in a sentence between a verb and a collective noun is governed by the following rules: "After a collective noun, we can use either a singular verb, agreeing with it literally, strictly, and formally, or a plural one, agreeing with it figuratively, virtually, ideally. . . . But when the noun conveys the idea of unity or takes the plural form, the verb has no other than a literal agreement by the common rule." The second half of this ruling applies to the noun *set* as used in the sentence cited, and the use of the plural verb would therefore not be permissible.

(2) The use of the singular verb "is" would be correct in this sentence, according to the rule that "a multiple, or a sum or collection of units, is viewed as a singular, and should be so used." (STANDARD DICTIONARY, p. 2372, col. 2.)

"G. W. W.," Baltimore, Md.—"Is 'while' or 'wile' the correct spelling of the verb in the sentence, 'I did it simply to while away the time'? Is the second form erroneously used in the following quotation from Lowell, 'To wile each moment with a fresh delight'?"

The idea of "causing time to pass pleasantly or lightly" is correctly expressed by the verb "while." Altho "wile" was frequently used by literary authorities to express this same meaning, it was due to a confusion that existed regarding the two terms. Their etymologies are quite distinct, and the verbs should be carefully distinguished.

"G. K.," Urbana, Ill.—"Are the tenses of the verbs correct in the following sentences: 'I hope it does not rain to-morrow,' and 'I hope it becomes warmer to-morrow'? Would the use of the future tense be preferable?"

The present tense is permissible in these sentences. Bullions' "English Grammar" states that the present tense is used "after relative pronouns [exprest or understood] to signify the relative time of a future action, that is of an action future at the time of speaking, but which will be present at the time referred to; as, 'He will greet every one [whom] he *meets* on the way.'"

Forgotten.—"It was a terrible sensation," says the man who is narrating his experiences while almost drowning. "After I went down for the third time my past life flashed before me in a series of pictures."

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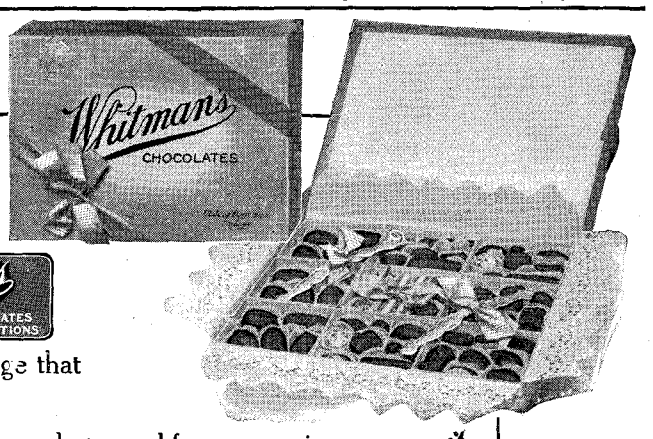

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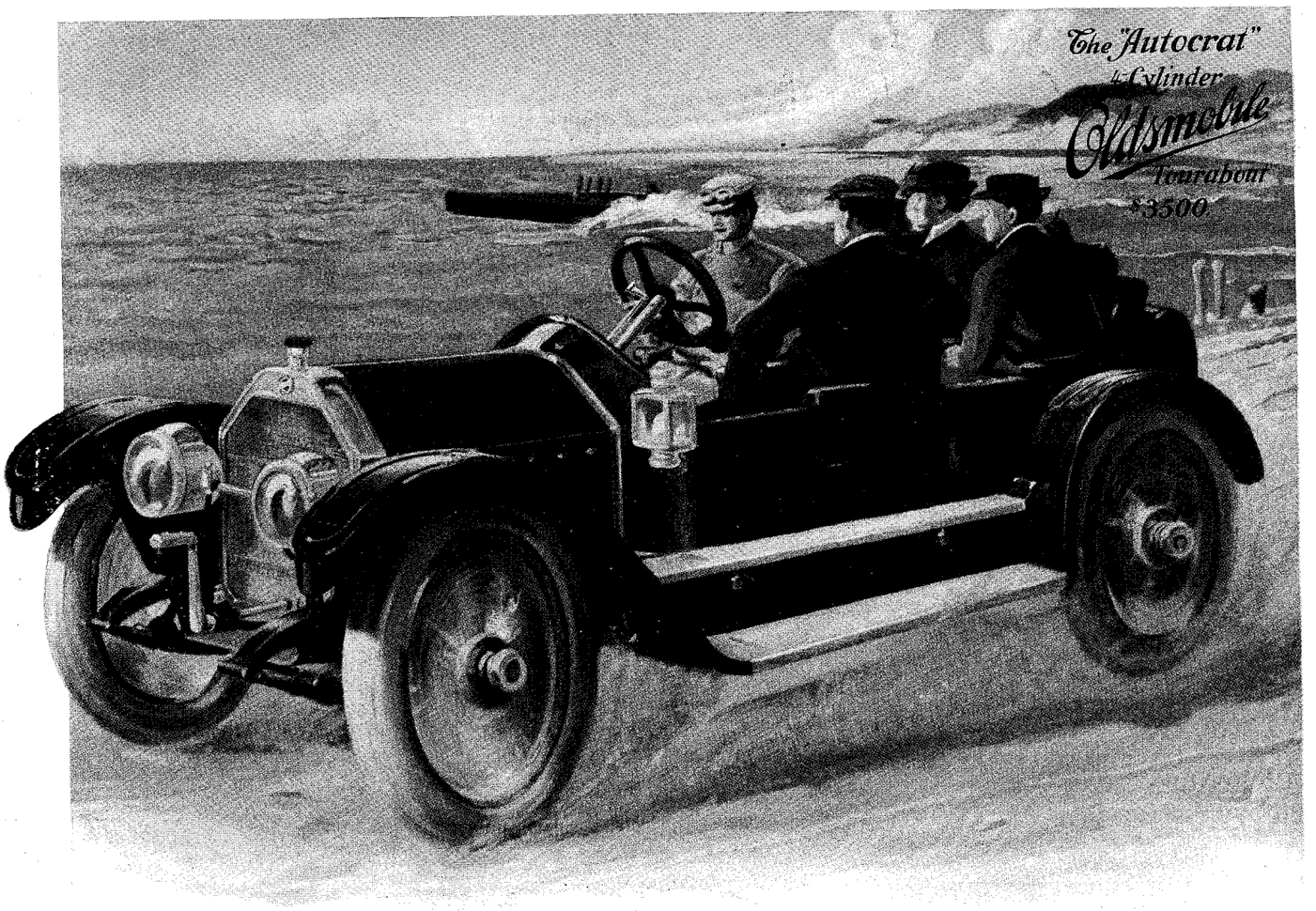

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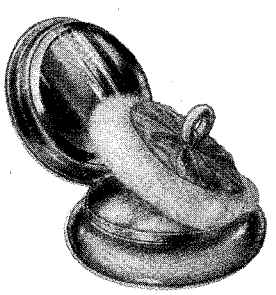

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